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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

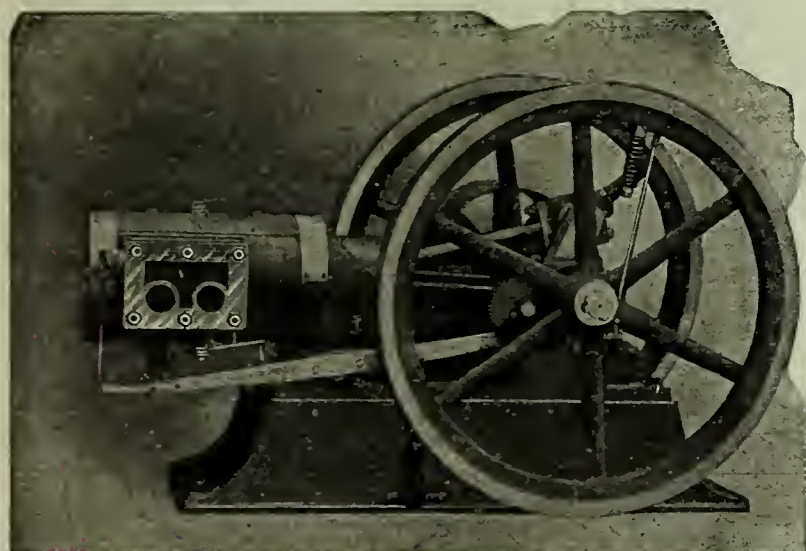
PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XIX.

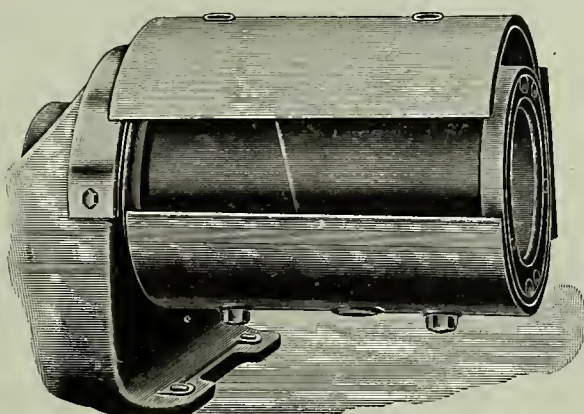
CHICAGO, ILLINOIS, SEPTEMBER 15, 1900.

No. 3.

ONE DOLLAR PER ANNUM.
SINGLE COPY, TEN CENTS.



Simplest Engine Built.



Davis Patent Detachable Water Jacket.

Write for Catalog

Describing a thoroughly
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ing the most modern im-
provements.

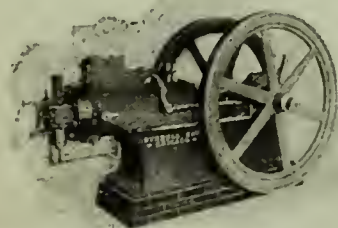
On the market eight years.
Thousands in use.

Successfully Used by Largest Elevator Lines in the Country.

OMAHA, NEB.

DAVIS GASOLINE ENGINE WORKS CO., WATERLOO, IOWA.

The BURRELL ENGINE
USES GAS OR GASOLINE.



THERE IS NOTHING BETTER.
Quality High. Price Low.

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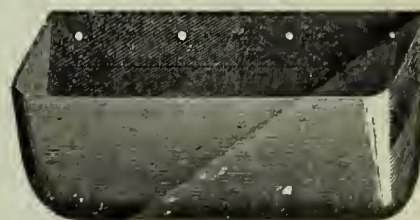
Modern Appliances

For elevating and conveying grain and like commodities.

ROPE, BELT AND CHAIN TRANSMISSION.

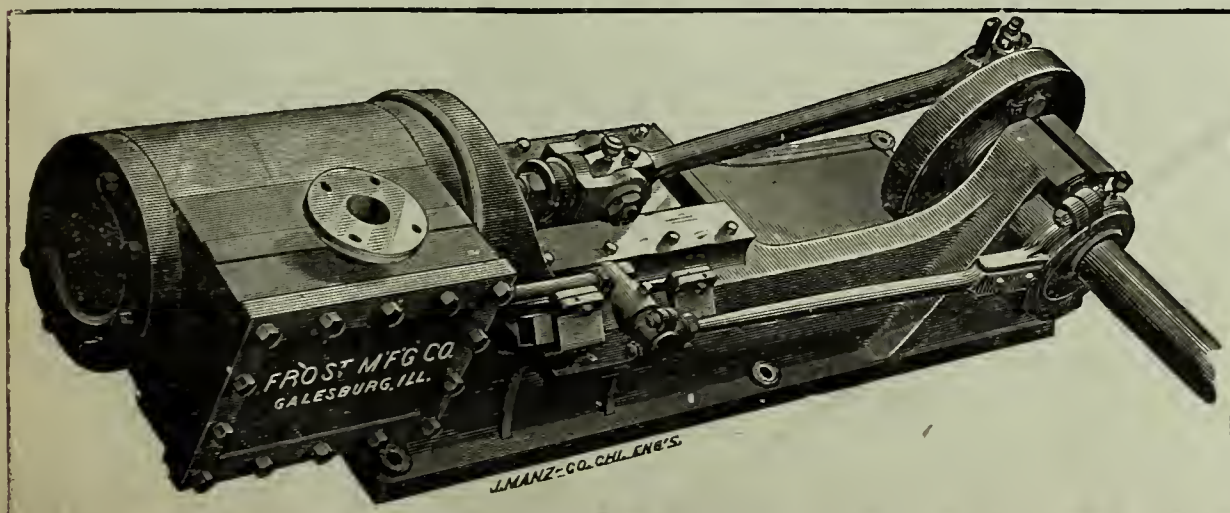
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"SALEM BUCKETS."
EVERYBODY KNOWS THEM.
EVERYBODY USES THEM.



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Write us for prices.



FOR PRICES AND DISCOUNTS

—ON—

Elevator Machinery
AND SUPPLIES

—OF—

Every Description,

EITHER STEAM OR HORSE-POWER,

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THE FROST MFG. CO.,
GALESBURG, ILL.

THE HIT OF THE SEASON

Has been our "Grain Trade Talks," by
EDWARD G. HEEMAN.

THE SUBJECT OF.....

- No. 1 is "The Grain Shippers' Boomerang."
- No. 2 "The Commission Man's Remuneration."
- No. 3 "The Benefit of Organization."
- No. 4 "The Bucket Shop Evil."

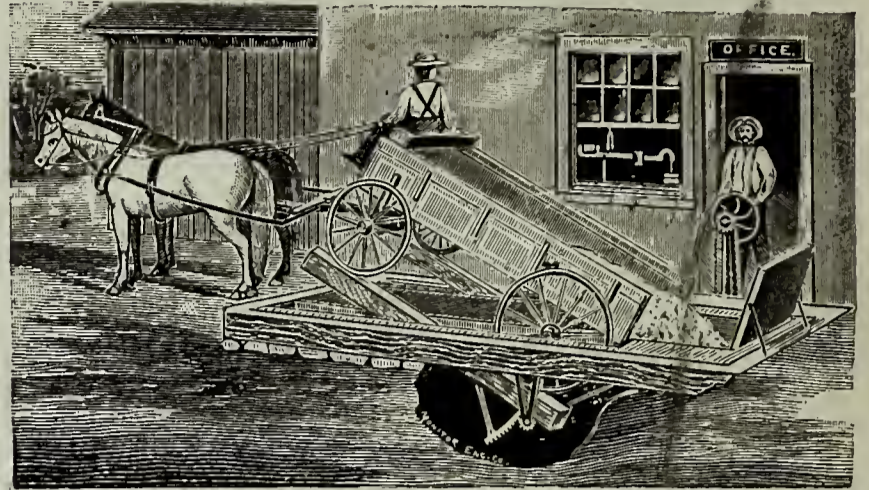
The many replies that we have received from all over the country testify to the interest that the grain dealers have taken in our efforts, and their appreciation of a work that has for its object the betterment of the trade conditions throughout the entire country.

Send for copies if you have not already received them, and get the complete series published to date.

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200-210 RIALTO BUILDING, CHICAGO

Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

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GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

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FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.

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ACCURATE AND RELIABLE AT ALL TIMES. SCALES SENT ON 30 DAYS' TRIAL.
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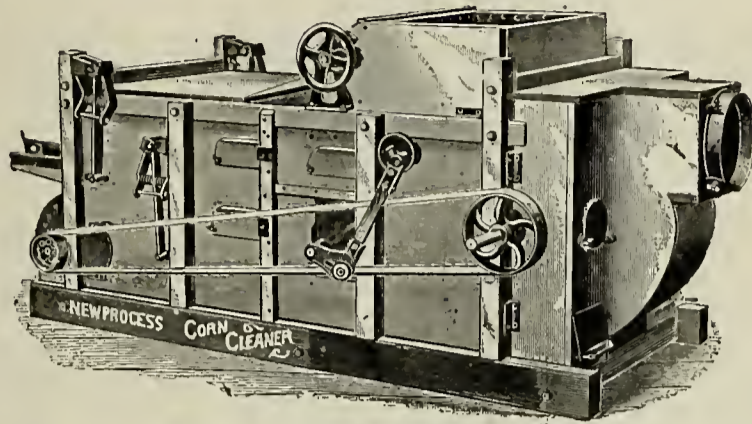
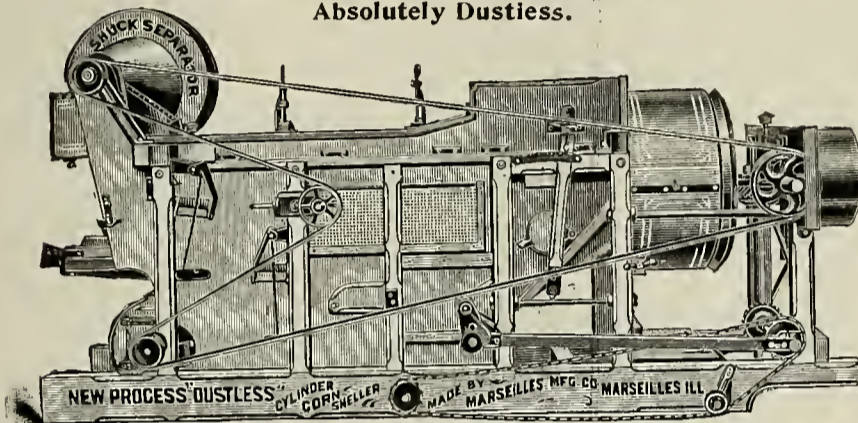
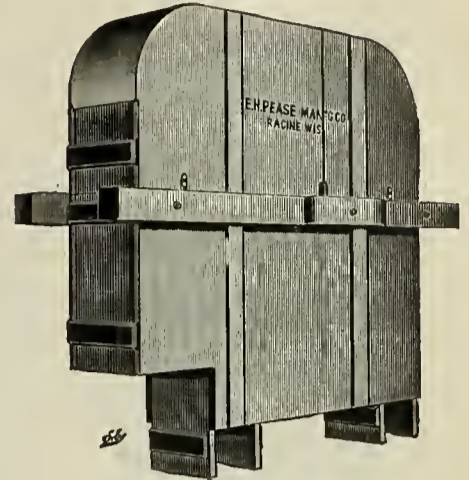
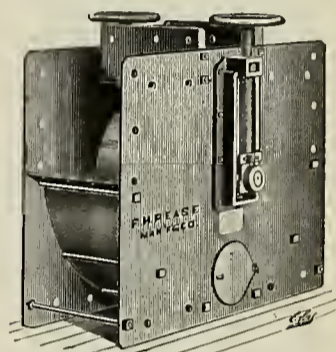


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Chain, Rubber, Cotton
and Leather Belt.

Power Transmitting Appli-
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SHEET-STEEL WORK A SPECIALTY.

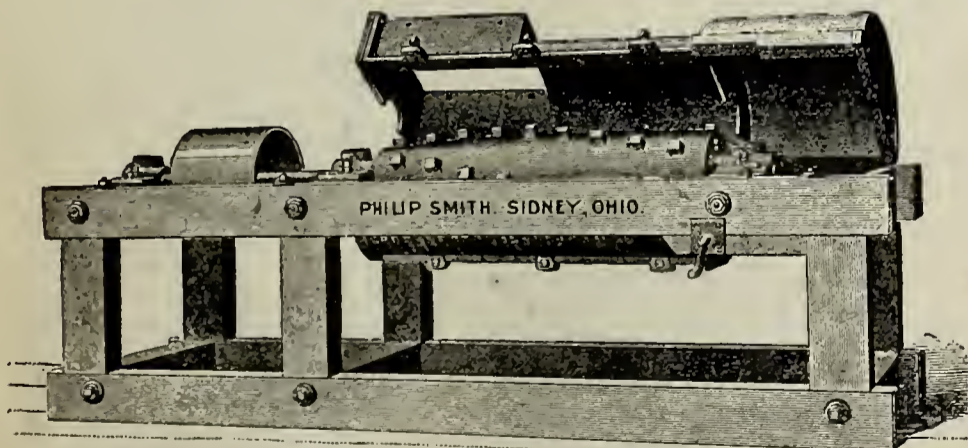
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Combined or Separate Machines, also with or without
Husk Separating Attachment.Elevator Heads,
Mechanically Perfect.Elevator Boots, All Styles,
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**SMITH'S AUTOMATIC WAREHOUSE
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Corn Shellers, Separators, Cleaners, Ear Corn
Feeders, Dumps, Conveyors, Self-Cleaning
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Also a full line of Elevator Supplies, Belting, Pulleys, Buckets, Boxend
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The Miami Valley Corn Sheller.

The simplest in construction of all Shellers. Among the many advantages to be obtained from this machine is that it gets all the corn, and will not plane the grain. Can shell new corn at least thirty days earlier than any other sheller. Requires less power to operate. Has a choke box, adjustable while running. The cylinder is made of chilled iron, cast solid on the shaft, thoroughly balanced. No set screws or keys to bother with. Cylinder made right or left, "as we do not recommend cross belts." All machines have three wide anti-friction bearings. Have stood the test for thirty years.

On my latest improved Sheller I guarantee to duplicate any part that proves defective inside of five years from date of purchase.

Parties contemplating building or repairing warehouse or elevator will do well to get my prices and description of machinery.

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Grain Driers**

Are more largely used on this continent than all others combined, because they are the only machines that will handle with equal facility grain containing 50 per cent moisture to that simply damp and musty. These machines will operate successfully and rapidly at a temperature as low as 110 degrees. Practical millers and elevator men will appreciate this. It is one thing to kiln dry and another to put every kernel of grain into its normal condition by Nature's own method. *We can do it.*

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If You Are a Handler of Barley, Malt or Oats, THESE MACHINES ARE INDISPENSABLE.

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We also make a complete line of power separators and oat clippers. Our new catalogue is now out and we would like to send you a copy. Postal card us.

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REPRESENTED BY

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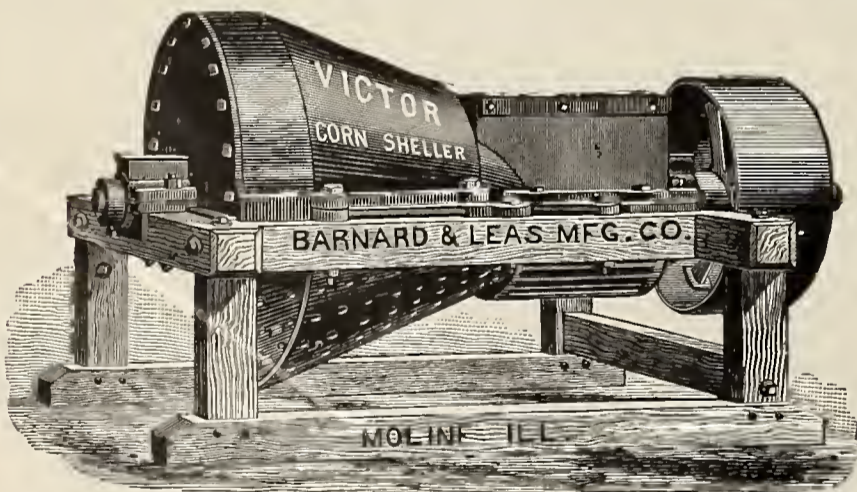
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GRAVITY SEPARATOR.

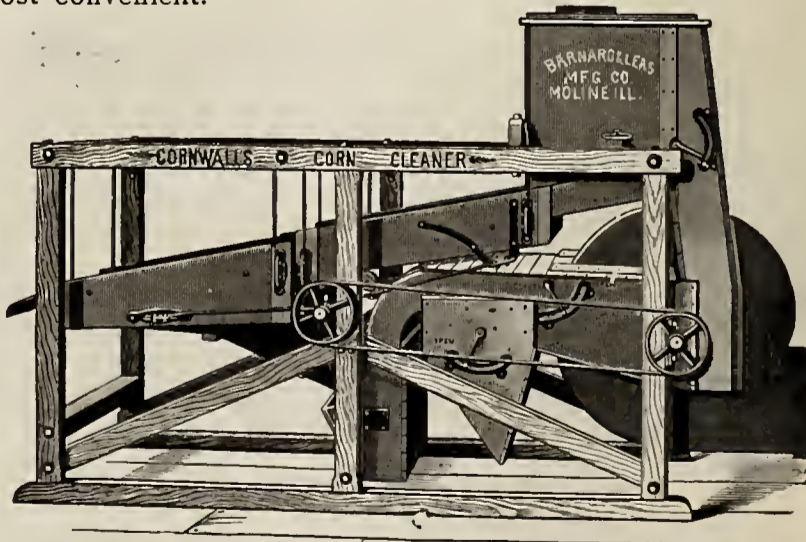
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Cornwall Corn Cleaner cleans corn cleaner with one operation than any other machine. Saves screenings for feed. Is dustless, light running and durable. Use it and your corn will never grade dirty.

ALL INQUIRIES WILL BE CHEERFULLY AND
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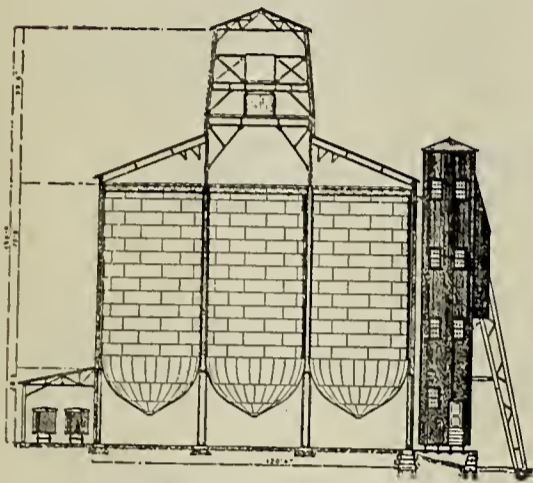
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Grain Elevators of Steel,

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Gas Holders with Steel Tanks.



Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

Water and Oil Tanks,
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Every Description,

Designed,
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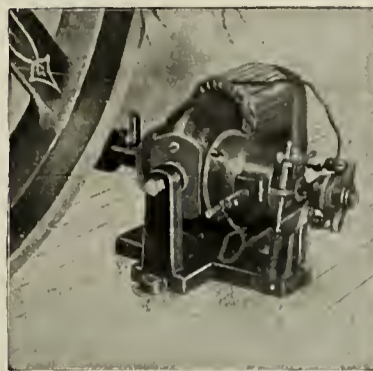
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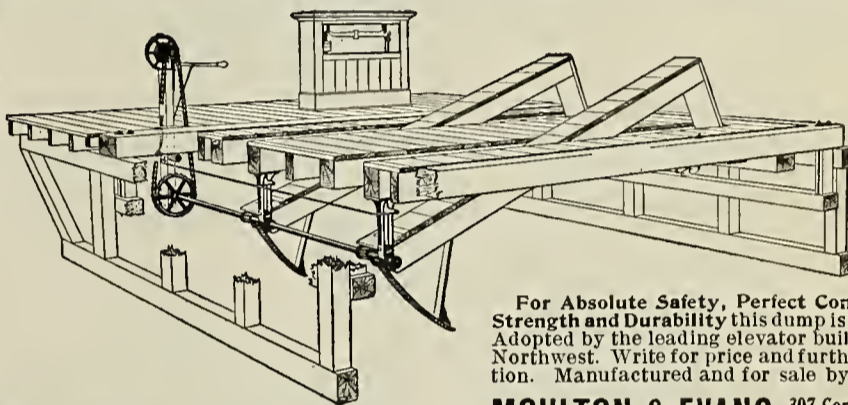


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For Absolute Safety, Perfect Control, Great Strength and Durability this dump is unequalled. Adopted by the leading elevator builders of the Northwest. Write for price and further information. Manufactured and for sale by

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3-PAIR-HIGH, SIX-ROLLER MILL.

CUSTOM WORK!

UTILIZE YOUR POWER
BY OPERATING A GOOD MILL FOR GRINDING

**...FEED AND MEAL...
IT PAYS**

WE MANUFACTURE

THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.

THREE-PAIR HIGH, SIX-ROLLER MILLS, 4 Sizes.

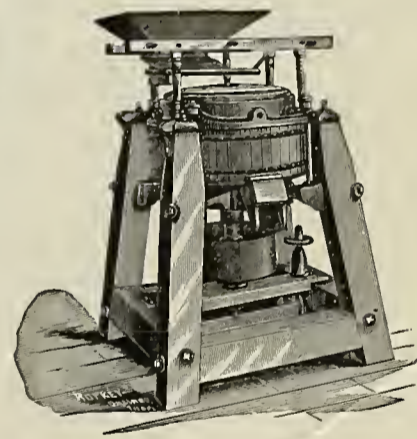
TWO-PAIR HIGH, FOUR-ROLLER MILLS, 5 Sizes,

...And...

PORTABLE FRENCH BUHR MILLS,

85 Sizes and Styles.

SEND FOR BOOK ON MILLS.



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UNDER RUNNERS,
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ELEVATOR SUPPLIES AND POWER CONNECTIONS.

ROPE DRIVES, GEARING, CORN SHELLERS and CLEANERS, GRAIN CLEANERS.

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We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our $3\frac{1}{2} \times 3$ inch, list price 9c., has as much capacity as others $3\frac{1}{2} \times 3\frac{1}{2}$ inch, list price 10c. Our prices are right

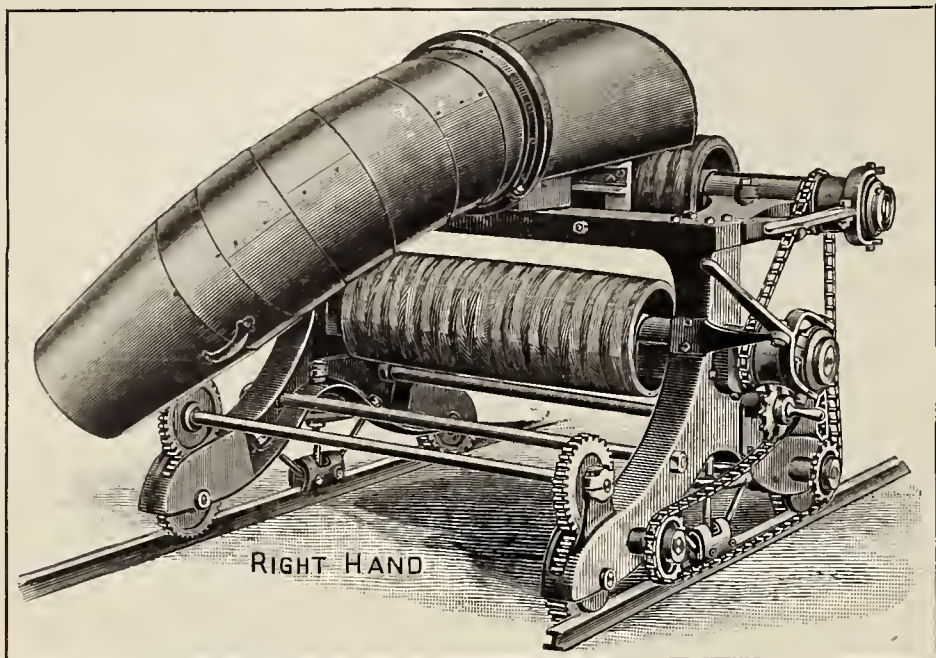
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FLOURING MILL ENGINEERS, IRON FOUNDERS AND MACHINISTS. ESTABLISHED 1851.

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Main Office and Works, **Mishawaka, Ind., U. S. A.**

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Manufacture a complete line of

GRAIN ELEVATOR MACHINERY

Embracing latest types of

GRAIN TRIPPERS, POWER SHOVELS, CAR PULLERS, BELT CONVEYORS, MARINE LEGS, SPOUTING, ETC.; SELF-OILING AND DUST-PROOF BEARINGS, ALSO DODGE AMERICAN SYSTEM MANILA ROPE TRANSMISSION.

The following Grain Elevators, under construction or in operation, are among those recently equipped:

Illinois Central R. R., New Orleans, La.,	- capacity, 1,200,000 bu.	Electric Steel Elevator, Buffalo,	- - - capacity, 1,200,000 bu.
Northern Grain Co., Manitowoc, Wis.,	- " 1,200,000 "	McReynolds & Co., Hammond, Ind.,	- - " 2,000,000 "
Northern Grain Co., Council Bluffs, Ia.,	- " 750,000 "	Calumet Elevator Co., South Chicago, Ill.,	- " 1,200,000 "
Botsford & Jenks, Meaford, Ont.,	- " 1,000,000 "	Rosenbaum Bros., South Chicago, Ill.,	- " 1,000,000 "
Chicago Dock Co., Chicago, Ill.,	- " 1,000,000 "	Peavey Grain Co., South Chicago, Ill.,	- " 1,500,000 "
D. H. Stuhr Grain Co., Hammond, Ind.,	- " 600,000 "	Chicago-O'Neil Grain Co., South Chicago, Ill.,	- " 750,000 " etc., etc., etc.

Have the Largest Factory in the World Exclusively Devoted to the Manufacture of Power Transmitting Machinery.

CATALOGUE UPON APPLICATION.

TWO HIGH GRADE MACHINES.

The New Improved "Eureka" Oat Clipper

CONTAINS IMPROVEMENTS OVER ALL OTHERS.

Large feeding shoe driven lengthwise of machine, thereby avoiding vibration. Large fan driven independent of clipping cylinder. Specially constructed cylinder and case with large clipping surface. Close clipping with least amount of loss. Large discharge opening. Double separator with wide trunks. Feed evenly distributed. Guarantee largest amount of clipped oats with least amount of power and waste.

The New Improved "Eureka" Elevator Separator.

Double shoe counterbalanced, requires no bracing. Large screen surface. Large capacity. Double fans. Perfect air separations. Close work. Strongly guaranteed. Construction and finish the best. Write us for particulars.

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EUREKA WORKS,

Est. 1856.

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Duplicate parts of all Eureka machines built, from the time of Howes, Babcock & Co. in 1856 until the present.

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W. E. SHERER, 5 Chamber of Commerce,
Minneapolis, Minn.



"Western" Warehouse Sheller.

SOLE MANUFACTURERS

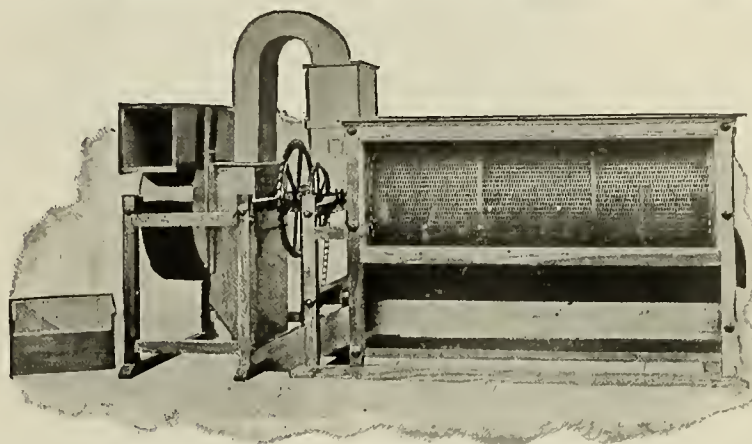
"Western" Shellers and Cleaners, BEST ON EARTH.

Complete Elevator Equipments our Specialty.

UNION IRON WORKS, DECATUR, ILL., Grain Elevator Contractors and Builders.

Plans for Grain Elevators Made, on application, by licensed architect.

Write for Catalog.



"Western" Warehouse Cleaner.

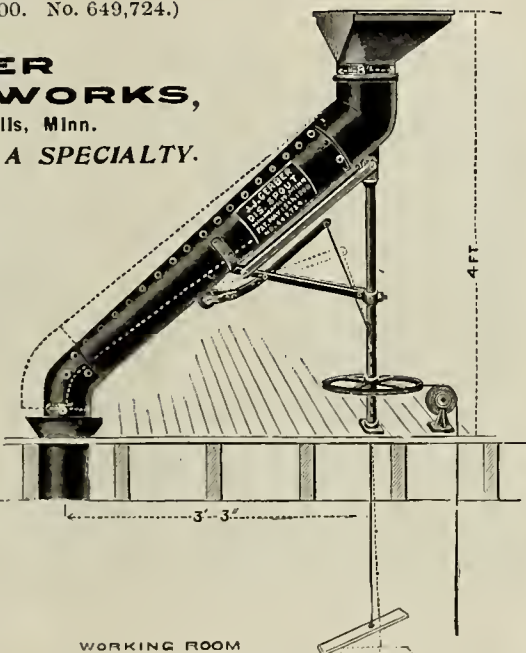
THE GERBER No. 2 IMPROVED DISTRIBUTING SPOUT.

(Patented May 15th, 1900. No. 649,724.)

...SOLD BY...
J. J. GERBER
SHEET METAL WORKS,
123 Sixth Ave. South, Minneapolis, Minn.
MILL AND ELEVATOR WORK A SPECIALTY.

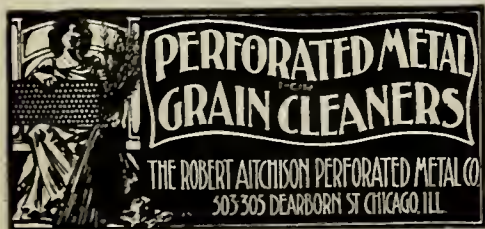
Made of heavy sheet steel with Hopper and Elbows of cast iron. Theelbow at discharge end sets into floor or funnels leading to bins, making it impossible for the spout to get out of position and mixing grain.

By pressing the foot lever to the floor the end of spout is lifted out of floor funnels and can then be swung to any other bin desired and locked in place. The position of foot lever when released will show whether spout is properly seated in floor funnel or not. Can be used with or without floor funnels. Users say it's the best spout in the market. Try one and be convinced.



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WORKING ROOM



To read the leading trade paper in one's line of business is to keep abreast of the latest information, methods and trade customs. Do you read the "American Elevator and Grain Trade" regularly?

LINK-BELT SUPPLY CO.

MINNEAPOLIS, MINN.

We keep in Stock for quick delivery. . . .

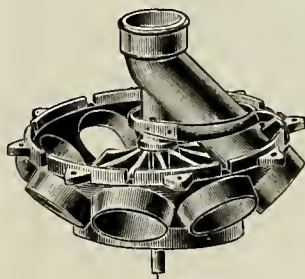
Link Belting,
Sprockets,
Buckets,
Spiral Conveyors,
Rubber Belting,

Pulleys,
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Boxes, Collars,
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Packing.

GASOLINE AND STEAM ENGINES.

ESPECIALLY ADAPTED FOR HANDLING FLAX.

Hall Grain Distributor and Overflow Signal



Patented April 17, 1900.

ABSOLUTELY PREVENTS MIXING GRAIN during process of distribution between turnspout and bins. Locks automatically. Accurate. Positive. Perfect.

AUTOMATICALLY NOTIFIES OPERATOR WHEN BIN IS FULL.

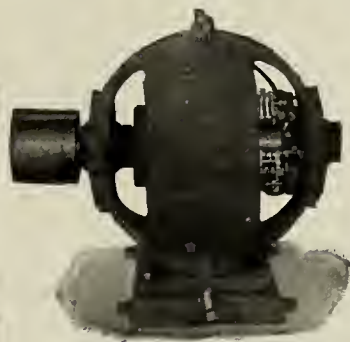
Grain is gold this season and light crop. You can't afford to waste it needlessly. Mixing one bushel a day (you probably mix many) for 300 days runs into money. With the Hall Grain Distributor you don't mix a kernel, and it lasts forever. Send for booklet to

HALL DISTRIBUTOR CO.,

222 First National Bank Bldg., OMAHA, NEB.

Roth Dynamos for Grain Elevator Lighting.

Motors for Power Service.



Dynamos suitable for lighting roller mills, 15 lights to 110 lights, 16 c. p. The best, cheapest and safest kind of lighting. First-class machines, requiring very little attention and fully guaranteed. Complete plants furnished with full instructions for setting up and operating. Send for descriptive bulletin No. 105 and prices.

ROTH BROS. & CO.,

MANUFACTURERS,

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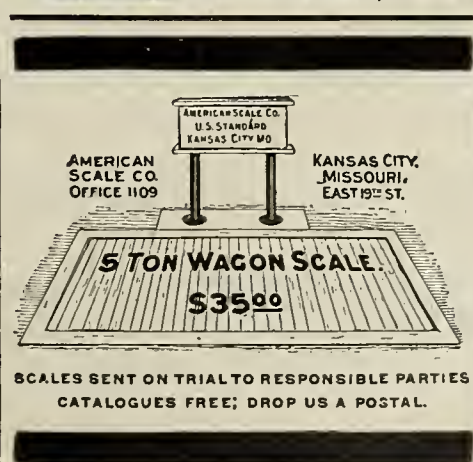
Dust Protector.



The "Perfection" with Automatic Valve compels perfect protection and ventilation. Improved and Enlarged. Thousands in use. Nickel plated protector postpaid, \$1.50. Cir. Free. Agents wanted.

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CATALOGUES FREE; DROP US A POSTAL.

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Philadelphia, Chicago, New York, Brooklyn.

Manufacturers of high-grade Roofing
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GENERAL MACHINISTS,

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Specialties for
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THE ONLY PERFECT SPIRAL
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CALDWELL CORRUGATED SEAMLESS
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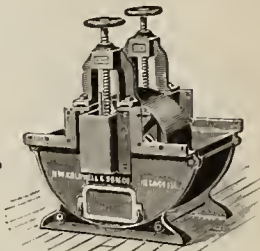
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*Willford's Light-running
Three-roller Mills*

Are not only easy to handle, but grind the most feed for power consumed of any feed grinder made. Send for circulars and prices.

Willford Manufacturing Co., 303 So. Third St., MINNEAPOLIS, MINN.

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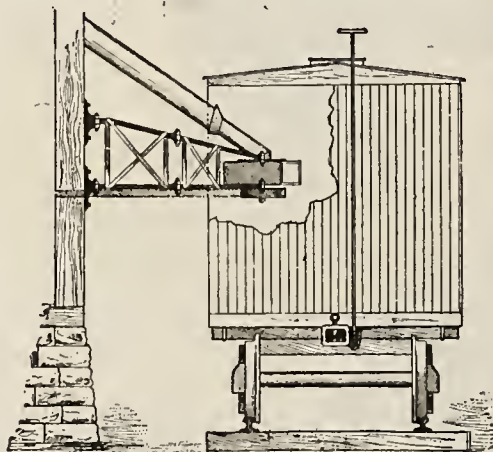
THE IDEAL AUTOMATIC CAR LOADER.

The best and most practical machine in the market for loading all small grain. We guarantee it to do its work satisfactorily.

WHAT IT WILL DO:

Loads both ends of car at same time.
Loads a car in twenty minutes.
Saves you its cost in 60 days. Seours and brightens the grain.
Cools grain that is beginning to heat.
Loads more grain in car than can be done by a man with a scoop.
Owing to its peculiar and novel construction it will not crack the grain.
It is impossible to have a choke-up.
Made of iron and steel, it is durable and easy to handle.

MADE IN TWO SIZES.
SPECIAL SIZES MADE TO ORDER.

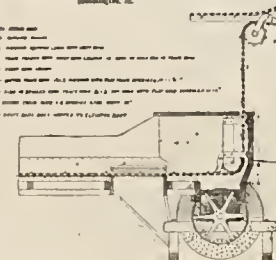
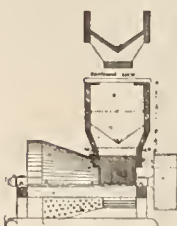


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THE B. S. CONSTANT SHELLER FEEDER,

STYLE C-1, USING B2 TIGHTENER. A MONEY SAVER IN EVERY ELEVATOR.

B. S. CONSTANT CO.
Bloomington, Ill.



Latest Improved Grain Separators.
Water-tight Boots, Steel Tanks,
Dust Collectors, Wagon Dumps,
Elevator Boot and Sheller Feeders.

..WRITE..

**B. S. CONSTANT CO.,
BLOOMINGTON, ILL.,**

Designers of Grain Elevators and Manufacturers of Grain Cleaning and Elevator Machinery.

THE INCLINE ELEVATOR and DUMP

SOLVES THE PROBLEM OF CRIBBING EAR
CORN WITHOUT SHOVELING.



It attracts the most profitable part of the grain business. The Ventilated and Combination Grain Bin is excellent ear corn storage, is rat proof, and a tight bin for anything. It requires only 1/4 foot of lumber per bushel of storage. The reduction in cost of storage compared with even a common, temporary ear corn crib will pay for the Incline Elevator and Dump to fill it.

Dealers having belt elevators would profit by adding our ear corn, oats, wheat, etc., storing facilities. Extensive farmers and feeders would also find improvement and profit by adopting it.

Each team elevates the load it brings. Power is always ready and costs you nothing. Will elevate 20 or more of the largest loads per hour.

Our Plan for Dealers' Complete Elevator Plants. Less than one-half the investment and one-third the expense of operating an ordinary elevator. Unexcelled for speed, convenience and economy of handling shelled grain and also ear corn for shelling or cribbing purposes. It successfully competes with belt elevators. Plenty of capacity is provided in the hopper bottom shipping bins (which are of the right height to spout direct into cars) for grain purchased for shipment, while ear corn, oats, wheat, etc., are stored in the combination bin below.

\$3,500 will complete a 100,000-bushel plant having twenty 1,000-bushel shipping bins, chute direct from top of building and a number of combination bins with total capacity of 80,000 bushels of small grain or 40,000 bushels of ear corn. Gravity or power cleaners, conveyors, sheller, engine, etc., may be added.

The Incline Elevator and Dump and plan of building have been greatly improved and are covered by U. S. patents. Write for prices and catalog. Come and see.

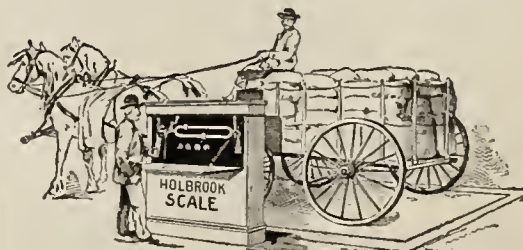
H. KURTZ & SON, SAC CITY, IOWA.

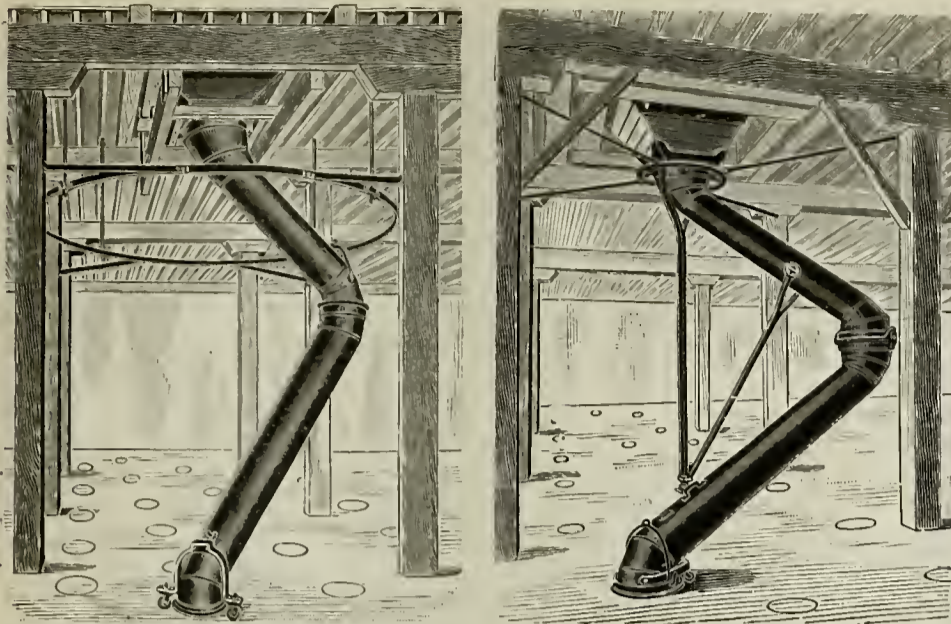
Grain Elevator Machinery and Supplies.

Wagon, Hopper, Portable and
Dump Scales.

Gas and Gasoline Engines of all sizes.
Carry full stocks and can furnish you
complete elevator equipment on short
notice.

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TROLLEY SPOUT.

STANDARD SPOUT.

D. A. ROBINSON'S Universal Distributing Spouts,

755-765 TEMPLE COURT, MINNEAPOLIS, MINN.

The Adjustable Elevator Dump.



LOW-WHEEL WAGON ON DUMP.

WE claim superiority over all other dumps in giving all wagons enough pitch so that the grain will leave the bed freely, and in letting them down in the dump easily. They occupy less space, and can be placed on all sill dumps now in use without changing trip or pins that sills are hung with. To responsible firms they will be sent on 30 days' time, with freight prepaid. Write us for descriptive circular and price list.

SIMS BROS., Paris, Ill.

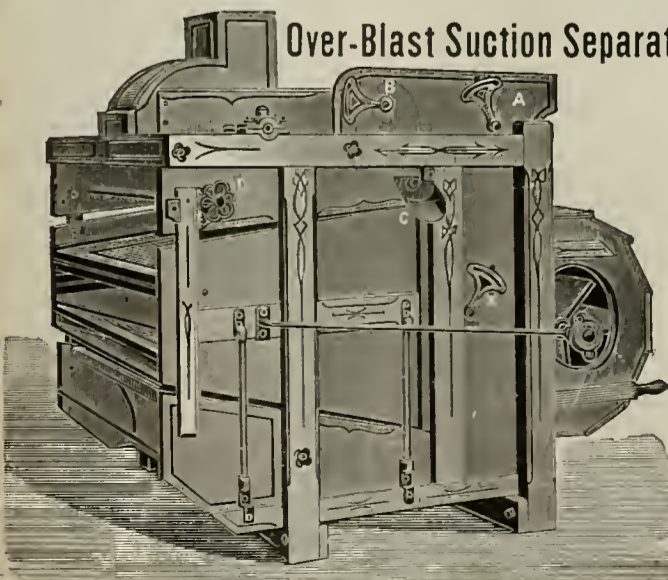
Bondville, Ill., July 3, 1900.

GENTLEMEN:—I have had one of your wagon dumps in my elevator for about 30 days; I have four dumps in elevator. Put your patent on the hardest working dump that we had, and must say that it works to perfection. It is easy on the wagon as it goes down and is easy to pull out. Before putting in patent dump the farmers would always say don't put me on that hard dump. Now they say let me dump on the patent dump. It is a great favorite with the man that does the dumping. Would highly recommend it to all elevator men. It gives wagons more pitch so that grain runs out easier, and is a first-class dump in all respects.

Yours truly, H. A. CLEVENGER.

SIMS BROS., MANUFACTURERS AND PATENTEES, PARIS, ILL.

THE CELEBRATED A. P. DICKEY GIANT GRAIN CLEANERS.



Over-Blast Suction Separator.

THE
STANDARD
IN THEIR
LINE.

“Grain
Cleaned
to a
Standstill.”

Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over Blast.

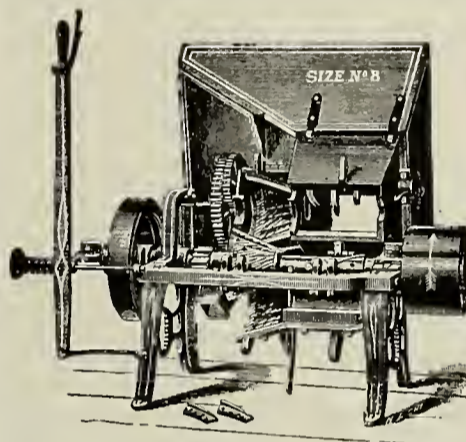
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Patent Stretched Elevator Belting.

Write
For
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Prompt
Attention.

THE GUTTA PERCHA & RUBBER MFG. CO.,
96 and 98 Lake Street, Chicago.

The Best All-Around Feed Mill



Highest Award World's Fair.

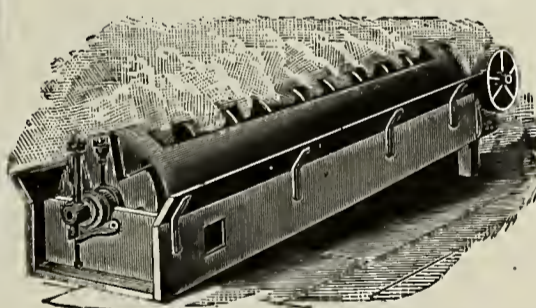
Gold Medal Atlanta, Gold Medal at Omaha.

For crushing ear corn and grinding all kinds of small grain. Different from all other mills. The conical burrs are light running and ahead of rolls or stones in speed and quality of work. Has self-feeder for ear corn and every convenience belonging to a first-class modern feed mill. Will grind Kaffir corn in the head. Sold with or without bagging attachment. Made in seven sizes, ranging from 2 to 25 h. p. Improved for this season.

GET OUR LATEST CIRCULAR.
IT'S WORTH EXAMINING.

N. P. Bowsher Co., South Bend, Ind.

DAMP WHEAT can be PUT in CONDITION for GRINDING or STORAGE



By using our
**STEAM
DRYER,**

Which is also a successful
Wheat Heater or Temperer
or Dryer for Washed
Wheat or Bran.

It leaves the Wheat in Perfect Condition for the Rolls. Will also dry
Malster's, Brewer's and Distiller's Wet Grain.

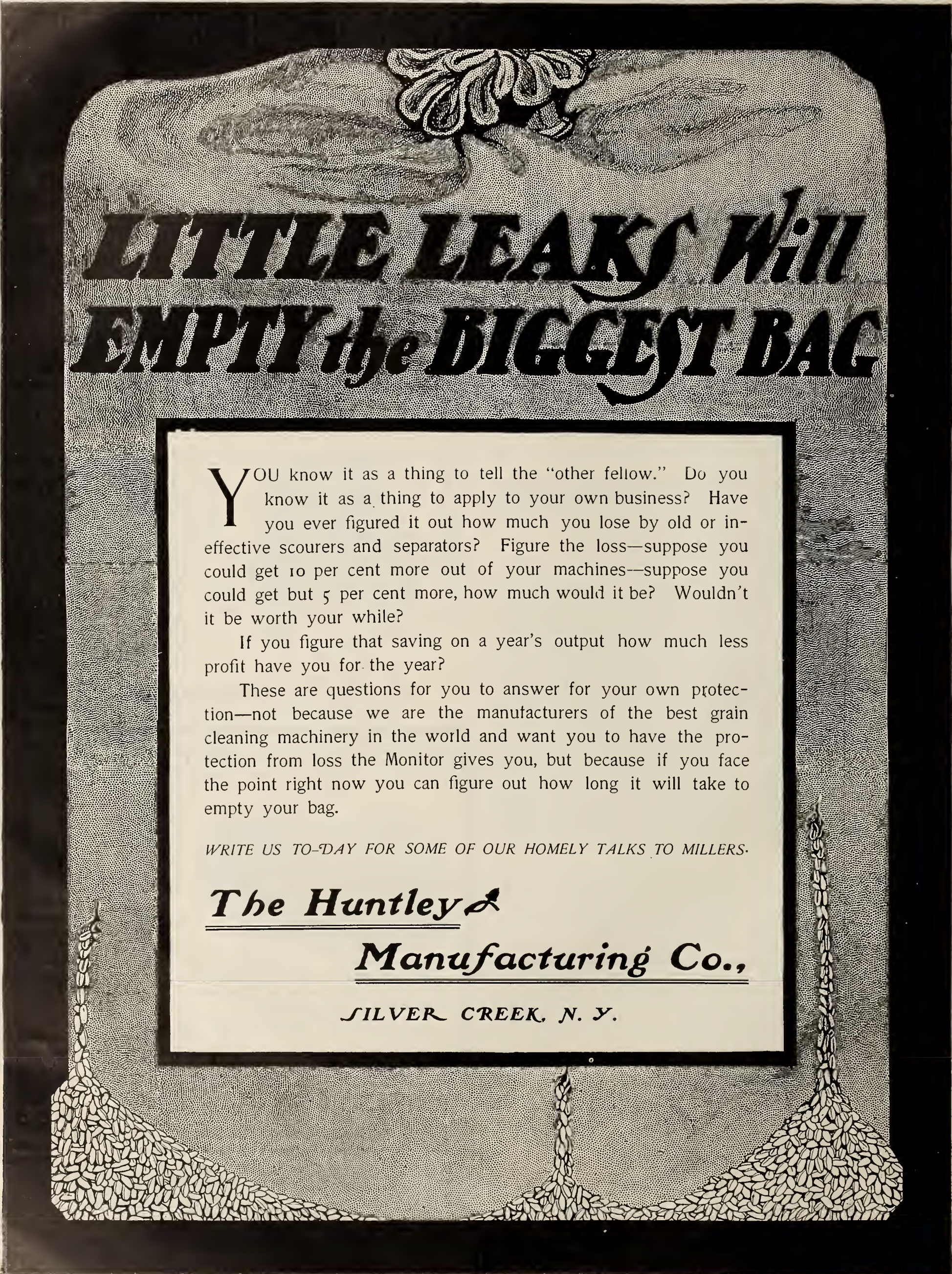
Not an Experiment. In successful use 25 years drying
CORN MEAL AND HOMINY,
BREWERS' GRITS AND MEAL,
BUCKWHEAT, RICE AND
ALL CEREAL PRODUCTS.

ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

Automatic in operation, requiring no attention. Double
the capacity of any other Dryer sold for same price.

THE CUTLER CO., North Wilbraham, Mass.

ELASTIC & INDESTRUCTIBLE
RUST PROOF USE SPARK PROOF
GUARANTEED 5 YEARS
“ZANZIBAR”
ANTI-RUST
ROOF PAINT
FOR ROOFS OF ALL KINDS
WATER PROOF
FOR SIDING & IRON WORK
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WRITE FOR BOOKLET
“A STUDY IN BLACK”
GARFIELD OIL CO.
SOLE MAN'RS CLEVELAND, O.



LITTLE LEAKS Will EMPTY the BIGGEST BAG

YOU know it as a thing to tell the "other fellow." Do you know it as a thing to apply to your own business? Have you ever figured it out how much you lose by old or ineffective scourers and separators? Figure the loss—suppose you could get 10 per cent more out of your machines—suppose you could get but 5 per cent more, how much would it be? Wouldn't it be worth your while?

If you figure that saving on a year's output how much less profit have you for the year?

These are questions for you to answer for your own protection—not because we are the manufacturers of the best grain cleaning machinery in the world and want you to have the protection from loss the Monitor gives you, but because if you face the point right now you can figure out how long it will take to empty your bag.

WRITE US TO-DAY FOR SOME OF OUR HOMELY TALKS TO MILLERS.

The Huntley &

Manufacturing Co.,

SILVER CREEK, N. Y.



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XIX.

CHICAGO, ILLINOIS, SEPTEMBER 15, 1900.

No. 3.

ONE DOLLAR PER ANNUM.
SINGLE COPY, TEN CENTS.

A NASHVILLE ELEVATOR.

The business of the Nashville Warehouse and Elevator Company of Nashville, Tenn., is strictly that of a public warehouseman. The company deals in none of the merchandise it handles or stores for the public. In such capacity of warehouseman, the company handles grain, cotton, farm implements and merchandise generally, as well as compresses cotton. Naturally, the company's plant covers a great deal of ground and consists of a number of buildings to meet so varied demand by its patrons. As, however, the readers of the "American Elevator and Grain Trade" are interested, in the main, only in the grain department, the grain elevator of the company has been selected from the group of buildings for illustration.

When the business was originally organized, in 1875, it was as a cotton warehouse, the chief commodity then handled being cotton. But gradually the company expanded by taking in other lines of merchandise, and in 1881 a grain elevator was erected. This house was built to store 300,000 bushels of grain, and is the house shown in the accompanying picture. Very recently, however, the interior and machinery have been overhauled to make it a comparatively modern elevator, by the addition of two elevator legs, each of 5,000 bushels' capacity per hour. The house now has, then, three new legs besides the two original legs of 2,000 bushels' capacity. For the three new legs there are three 1,200-bushel hopper scales, built by the Buffalo Scale Co. The sinks for unloading from cars are large enough to

hold from 600 to 800 bushels, a size which has been found to be a great advantage at times. The conveyor belt is 36 inches wide, and has a reversible tripper. All elevator and belt, as well as the main,

bushels goes through the elevator each year. But Nashville is developing nicely as a general grain market and also as a gateway for corn and hay going into the South and Southeast, and a large southern business is done here in these products.

The merchandise warehouses stand directly across the track shown on the right of the elevator; and for convenience in handling bulk grain, a conveyor unites the two, running in a conduit built under the tracks. Occasionally during a wet harvest like the recent one in this section, a great deal of wheat is sent to market that is too tough to be bulked in the elevator, and this house is particularly fortunate in being so situated as to offer to the trade its warehouse facilities under such circumstances, it having floor space covering about four acres, a large portion of which is at this season available for spreading out and curing such wheat under roof in the warehouse.

In addition to the grain and cotton business, the company carries a general line of merchandise also, and particularly a large line of agricultural implements. The business is confined exclusively to warehousing in its various branches, the company not being dealers in any of the commodities or articles stored. Nashville is a favorable distributing point for the manufacturers of implements, and this house handles the business for twenty to twenty-five factories.



ELEVATOR OF THE NASHVILLE WAREHOUSE AND ELEVATOR COMPANY, NASHVILLE, TENN.

drives are ropes. The house has steam unloading shovels and track room for forty cars.

The bulk of the grain handled by the house is wheat, of which between 2,000,000 and 3,000,000

Separating the warehouse from the cotton compress is a double track. This compress building, in addition to the compressing machinery, has a traveling crane used for the handling of engines, separa-

tors and other heavy machinery of this kind. There is platform space at the warehouse to accommodate twenty cars and there is sufficient trackage all told here to hold a total of fifty cars on tracks adjacent to the warehouse plant. The whole plant is located in the terminal yards of the local railroads, and all deliveries of freight are made free of expense. The storage space in this warehouse is all on one floor, and space is sufficient to accommodate about 300 cars of miscellaneous goods. During the winter months cotton is compressed and prepared for shipment abroad by a 2,000-ton press with a capacity of from 80 to 100 bales per hour.

The company is one of the solid institutions of Nashville. Its officers are among the most prominent financiers of that city, the president being Edgar Jones, president of the Union Bank and Trust Company; the vice-president, S. J. Keith, president of the Fourth National Bank, and the secretary, F. O. Watts, cashier of the First National Bank. Chas. Rouzer is superintendent and treasurer.

DAKOTA ELEVATOR AT BUFFALO BURNED.

The Dakota Elevator, on the island at Buffalo, was burned on August 13. The structure was not wholly destroyed, and an insurance man said he had not in twenty years seen an elevator fire where so large a proportion of the building was saved. The loss on building is estimated at \$140,000, while the loss on grain was about \$130,000, including salvage.

The fire broke out about 6 o'clock in the morning on the machinery floor, about 110 feet from the ground. No one knows how the fire originated. The machinery had been shut down for Sunday at about 8 p. m. on Saturday, and there was no fire and no light on that floor. The fact that the building was not entirely destroyed is thought to be due to the style of bin construction, the bins resting on the foundation, with no space under them for the fire to work in. There were automatic sprinklers also.

The building contained 320,000 bushels of grain, consisting of 249,647 bushels of corn, 59,000 bushels of wheat, 8,285 bushels of flaxseed and 3,900 bushels of oats, owned mainly by the Lehigh Valley Railroad Company. The salvage on the grain was \$27,400, that being the knock-down bid made for it by Pfohl, Lennahan & Hagen. The Dakota Elevator was in the Western Elevating Association and was owned by the Buffalo Elevating Company. The officers of the company are: President, Edward Michael; secretary and treasurer, John M. Bedford; manager, George S. Gatchell. George Urban Jr. and James A. Roberts also were interested. The elevator was built about fourteen years ago, of wood covered with corrugated steel, and was originally a transfer elevator, but later was changed to a storage elevator, with two portable legs, and generally was one of the best of the old-style houses in Buffalo. The Coatsworth Elevator will be used by the Western Elevating Association as a substitute for the Dakota.

On August 18, during a heavy thunder storm, a bolt of lightning struck the Exchange Elevator on Erie Basin, Buffalo, and ripped its way down through the eaves of the building and burning out every fuse of the lighting system just put in. A part of it went down in rivulets of electricity along the sheet-iron sides to the ground and the rest of it sputtered along the electric wires that run all through the elevator. Fortunately the machinery was not being run at the time and few men were about the place. The engineer ran out and found that there was a little streak of fire laboring hard against the heavy downpour of rain. He sent in an alarm at once, and he and a fireman hurried up to the roof with buckets filled with water. By the time the fire department apparatus arrived they had the blaze extinguished.

A broom factory has been established at Sunnyside, Wash., which has found and purchased enough home-grown corn brush to make 700 dozen of brooms.

EDWARD G. HEEMAN.

Nearly everyone in the grain trade has read the booklets which, commencing with last March, have appeared from time to time under the title of "Grain Trade Talks." The subjects dealt with are from among the problems that have confronted the grain dealers of the country, and the author, with the precision of a surgeon's knife-cut, has reached the very heart of the matters under consideration in short, pungent paragraphs that threw new light on some of the most important issues that the grain trade has ever been called upon to meet.

We are able this month to present a likeness of the author of the "Talks," Edward G. Heeman, manager of the receiving department of Ware & Leland, Chicago. The story of Mr. Heeman's career is, like the story of every man who grasps and utilizes his opportunities, the history of achievements. From boy-helper in a river warehouse in Cincinnati to manager of the receiving department of one of the largest firms on the Chicago Board of Trade is not a very long step, perhaps, but it is some distance, and achieved in the short space of time allotted to Mr. Heeman, it appears as an unusually noteworthy accomplishment.

Mr. Heeman was born in Cincinnati January 13,



EDWARD G. HEEMAN.

1867, and after attending the public schools of that city started in the grain business in June, 1881, with the firm known as the old reliable Joseph Good. A boy of fourteen has the world in front of him, and young Heeman set himself to the task of acquiring that knowledge of the grain business in its every detail which has done him such good service since in his dealings with his own customers. In the old river warehouse in which he was first engaged there was no such thing as machinery. All grain was handled in sacks and with shovels and hauled to the top of the building by rope-and-muscle transmission. Grain to be cleaned was run through the old-style fanning mill, operated by hand.

It did not take Mr. Heeman long to outgrow this place, and after five years of hustling in the warehouse he came to Chicago and took a position with Hill Bros. & Co. as traveling representative in the states of Illinois, Iowa, Kansas and Nebraska. In September, 1894, the firm, on account of his continued and faithful service, brought him in from the road and, presenting him with a membership on the Chicago Board of Trade, assigned him to the position of sample salesman on the floor of the Exchange. Here he remained until May 1, 1898, when he formed a connection with Ware & Leland which he has since retained.

Mr. Heeman's success in the grain business has been signal, and has been won by the best methods. He is an extensive advertiser and his original methods have achieved very noteworthy results. He

has now three travelers on the road under his especial charge, and in all parts of the country the firm is well represented. In his personal characteristics, Mr. Heeman is the typical business man, who conducts his affairs on broad lines. His business judgments are proverbially excellent and have often been subjected to the crucial test of experience, with profit and satisfaction to his customers. As a worker he is tireless during business hours, but he loves and gives himself up to relaxation when the day's work is over, and thus is able to keep up the pressure and give fresh vigor to his affairs day after day. His friends are as numerous as the corn kernels or wheat berries in his shipments, while his general business acquaintances are found in every part of the West and Northwest. He is married and has a very pleasant home on one of Chicago's leading boulevards.

Mr. Heeman is a regular attendant at the meetings of the Illinois Grain Dealers' Association, and at the annual meeting in midsummer meets with a welcome and enjoys a reputation as an all-around good fellow second only to that of his old and very particular friend, the "Ice Man."

MORE GALVESTON ELEVATORS IN EMBRYO.

James Stewart, of James Stewart & Co., engineers, contractors and elevator builders of St. Louis, made a visit to Galveston in August and the local papers say he spent a good deal of time with the Galveston Wharf Company and Southern Pacific Railroad people. He is quoted as saying: "I expect there will be some elevator building in Galveston this winter or next spring, but nothing has been decided as yet. The Wharf Company needs more elevators, I think, but it will be some time before they get around to this business. I came over here to look the situation over, see my friends and get a bath in the sea. You can get more of a bath here than any place I know of." From other sources the statement comes that the Southern Pacific will have an export elevator ready at Galveston before the next wheat crop is grown. Only one will be built before next summer. The building of more elevators by the Southern Pacific will depend on how the business develops. This information comes from one of the highest officials of the Southern Pacific.

AMERICAN EXPORT ASSOCIATION.

The American Export Association recently organized by grain exporters through the Gulf ports and incorporated under the laws of Missouri, held a meeting at Kansas City, in August, in the interest of the export trade in wheat. The officers of the Association are William J. Orthwein of St. Louis, president; W. H. Strude of St. Louis, secretary, and Fred C. Orthwein of St. Louis, treasurer. These and the following-named gentlemen were present at the meeting named: George S. Stratton, of Steinhardt & Co., New Orleans and Hamburg; Eugene Anseman and C. B. Fox of the New Orleans Board of Trade; R. McMillan, Chief Grain Inspector of the New Orleans Board; John C. Fears of New Orleans, superintendent of the grain elevators of the Illinois Central Railroad; J. E. Bailey, superintendent of the Galveston Wharf Company; T. M. McTeague and C. McD. Robinson, grain inspectors at Galveston; Inspector Gooding, of the Missouri, and Inspector McKenzie of the Kansas Inspection Bureaus.

The business accomplished was the preparing and adoption of a uniform bill of lading and steamship contract and the effecting of an agreement by the grain inspectors of New Orleans, Galveston and Kansas City to establish a uniform inspection based on No. 2 Kansas hard wheat, weighing 59 pounds.

Comparatively little grain has been exported of this season's crop from the Gulf ports, owing to the scarcity of tonnage.

The grain handlers of San Francisco struck on August 23 for \$3 per day of nine hours, and won their point.

THE GRAND TRUNK'S ELSDON TRANSFER ELEVATOR.

The accompanying engraving is a picture of the Chicago and Grand Trunk Railway Company's new transfer elevator at Elsdon, a suburb of Chicago, built for the company by the John S. Metcalf Company of Chicago from plans and specifications furnished by themselves.

The elevator is 36x120 feet on the ground and 130 feet high, with a track shed 15 feet wide on each side, and extending the full length of the building. The foundation consists of concrete piers, resting on piles. The elevator is a frame structure, the bins being of the usual crib construction, and is equipped with first-class machinery, furnished by the Webster Mfg. Co., Chicago, for the rapid hand-

ling and transferring of grain. The receiving track runs through the shed on the south side of the house and the shipping track through the north shed. The elevator is equipped with three receiving legs of 8,000 bushels' capacity per hour. They have large sinks, and each leg is supplied with a pair of Clark power shovels. The three shipping legs are each of 6,000 bushels' capacity. On the shipping side of the elevator there are also four car loading spouts, fitted with Sandmeyer car loaders. These spouts are located far enough apart so that four cars can be placed on the track and loaded simultaneously. On the first floor of the elevator is located the heavy geared car puller, having two wire rope drums so arranged as to pull cars on either track with steel wire cable and heavy car puller hooks. On the first floor are also located four No. 9 Invincible Oat Clippers, arranged to spout to three elevator legs put in for handling the grain from the clippers. On the roof of the track shed on the shipping side of the house are located four dust collectors connected with the above-mentioned clippers. Under these dust collectors is a pipe connected with the sweeper system

fan, which takes the dust from the clippers, together with the dust from the sweepers located throughout the building, and discharges it to a large Cyclone Dust Collector located on the top of the boiler house, which is connected with the furnaces of the boilers.

In the cupola of the elevator are six 1,400-bushel garnerers, which receive the grain from the elevator heads and discharge to six 1,400-bushel scale hoppers resting on Fairbanks Scales. These scales discharge to six distributing spouts, which in turn discharge to the different bins through holes in the distributing floor. The three clipper legs ending on the distributing floor are supplied with telescope distributing spouts to distribute the grain to the bins. The capacity of the elevator is only 118,000 bushels, the quick handling and transferring of the



THE GRAND TRUNK RAILWAY'S TRANSFER ELEVATOR AT ELSDON, CHICAGO.

grain rather than large storage capacity being required for the business.

The elevator is equipped with signals and electric bells and other appliances to facilitate its operation.

At one end of the elevator is located the brick power house. In the boiler room are three horizontal tubular boilers, the heater and feed pump. A 450-horse power Corliss Engine furnishes ample power for the machinery of the elevator. In the engine room is also located a dynamo, driven by a small engine, which supplies the light for the entire elevator. All of the transmissions throughout the elevator, excepting the fan, are of manila rope.

For the week of August 11 Kansas City received 3,123 cars of Kansas and Oklahoma wheat, the largest receipts on record. At 800 bushels per car this would mean 2,498,400 bushels.

There seems to be still a demand for the old-fashioned grain cradle. A factory in Marcellus, Mich., is said to have made and sold 2,000 in the past twelve months and was still behind the demand for them.

grain rather than large storage capacity being required for the business.

The elevator is equipped with signals and electric bells and other appliances to facilitate its operation.

At one end of the elevator is located the brick power house. In the boiler room are three horizontal tubular boilers, the heater and feed pump. A 450-horse power Corliss Engine furnishes ample power for the machinery of the elevator. In the engine room is also located a dynamo, driven by a small engine, which supplies the light for the entire elevator. All of the transmissions throughout the elevator, excepting the fan, are of manila rope.

For the week of August 11 Kansas City received 3,123 cars of Kansas and Oklahoma wheat, the largest receipts on record. At 800 bushels per car this would mean 2,498,400 bushels.

There seems to be still a demand for the old-fashioned grain cradle. A factory in Marcellus, Mich., is said to have made and sold 2,000 in the past twelve months and was still behind the demand for them.

NEW EASTERN ELEVATOR.

The American Linseed Company states that the Company's Eastern Elevator at Buffalo, burned on July 24, will be replaced by a steel elevator of 2,000,000 bushels' capacity. Speaking of the new structure, Mr. F. S. Elden, manager of the company, says:

"The plans prepared by the Steel Storage and Elevator Construction Company have been approved by the officials of the American Linseed Company. The new elevator will contain several improvements over any elevator now in Buffalo harbor. The general system of construction is similar to the Electric Elevator; that is, we will have a tower fronting the river, with two stationary legs, for the elevation of grain, and back of this tower will be the storage tanks. Back of the steel tanks will be a tower for handling the grain for delivery to cars. The principal difference between our elevator and the Electric will be that our tanks will be raised about 10 feet from the ground and will be roofed in, making a loft about 90 feet above the ground in which the conveying machinery can work and be accessible at all times. The new elevator, which is to be called the Great Eastern, will have a capacity of 2,000,000 bushels. It will cover more space than the old Eastern, but I do not recall the exact figures.

"Electric power will be used to operate the machinery of the new elevator, but whether from Niagara Falls, or generated by a private plant, has not been determined. The present system of elevation will be used, except that our grain buckets and belts will be larger than any now in use. Each leg will have a capacity of 15,000 bushels an hour. The old Eastern had three legs, one of them movable, but our two stationary legs will have a greater capacity than the three of the Eastern, while our storage capacity will be 500,000 bushels greater."

It is stated in this connection that "on 2,000,000 bushels of seed at the average price of seed last year, the difference in insurance between steel and such storage as the company were forced to accept this past year, there would easily have been a saving of \$40,000 to \$50,000."

The same company will build an 800,000-bushel house at Port Richmond, Staten Island, N. Y., from plans made by the Steel Storage and Elevator Construction Company. It will be wholly of steel, fire-proof and be driven by electricity. The Steel Storage and Elevator Construction Company, Buffalo, N. Y., is the contractor for the construction, and the mechanical power transmitting. The elevating and conveying machinery will be built by the Webster Manufacturing Company of Chicago.

CHICAGO'S SIXTY-DAY RULE STANDS.

The petition to the directors to rescind the rule forbidding the publication of quotations on long futures was summarily sat down on by the Chicago Board of Trade directors on August 21. The Board will therefore adhere to its present practice of limiting official quotations to the second month of futures.

Although it was complained that the sixty-day limit rule discouraged speculation, and so curtailed business, "and business is what we want," as a matter of fact deals in the distant futures are made daily as far as nine months in advance, or in futures of May, 1901, while December and January futures are common trades.

The directors agreed with President Warren that the present rule "is entitled to a further trial, the experiment not having been long enough to furnish a genuine test. It has worked well in corn, and that it has not seemed an entire success in wheat may be due to the unusual conditions. Only a trial through the entire crop year will furnish a fair test."

The factory of the American Linseed Company at Logansport, Ind., has begun making salad and cooking oil from corn oil and stopped the use of flaxseed for making this product. Fifteen tons of raw material (corn germs) will be used daily.

ELEVATOR IMPROVEMENTS IN PENSACOLA, FLORIDA.

It was only after New Orleans had, for other reasons, lost her export trade in grain, which had been a feature of her commerce during the first half of the century, that the idea was conceived that grain could not safely be exported from gulf ports and that supposed fact assigned as a reason for

receiving capacity 100 carloads per day of ten hours. The shipping capacity to vessels is 3,000 bushels per hour. There are five elevator legs, of which three are used for receiving grain from cars and two for shipping purposes," says the Railway and Engineering Review, to which we are indebted for the facts and illustrations here given.

"Each elevator leg is supplied with one garner

power is transmitted to a shaft in the first floor of the elevator. Steam is supplied by three horizontal return tubular boilers, each 72 inches in diameter and 18 feet long. The steel stack is $4\frac{1}{2}$ feet in diameter and 159 feet high.

"As the elevator stands inland, grain is delivered to vessels for export by means of conveyor belts 36 inches wide, running at the rate of 900 feet per minute. These belts are housed in a suitable gallery $8\frac{1}{2}$ feet in width. The system of conveyors consists of double belts, one over the other, running at right angles to the elevator out to the face of the wharf, a distance of 54 feet, then turning at a right angle and paralleling the wharf a distance of 995 feet, to the face of the export warehouse, at which point it passes over the roof of the warehouse and continues its entire length, a further distance of 408 feet. At this point the upper conveyor ends and the lower belt continues the salt warehouse. The entire length of the conveyor system is $1,890\frac{1}{4}$ feet, from the face of the elevator to the end of the salt warehouse, and is one of the longest, if not the longest conveyor system in existence.

"The gallery from the face of the elevator to the export warehouse is built over the export tracks leading to the wharf, which necessitated the construction of bridges. The first bridge shown spans for a length of 433 feet, which is the length of 75 feet over a timber skid, where lumber is unloaded for export. The remaining bridges, of 141 feet and 116 feet 7 inches span, respectively, extend over crossovers between the railroad tracks. A section of the conveyor gallery over the elevated railroad track, on the wharf, is shown as Fig. 4 on the following page.

"The conveyor system is supplied with twenty-seven dock spouts, reaching to vessels, and each belt conveyor is supplied with a traveling tripping machine, by means of which the grain may be delivered from the belt to any one of the dock spouts. Both the upper and lower belts have a



FIG. 1. TARRAGONA STREET WAREHOUSE, WHARF AND ELEVATOR, LOUISVILLE & NASHVILLE RY., PENSACOLA, FLA.

the absence of such exports. The reverse is now well understood; and when New Orleans and Galveston had proved the fallacy of the theory, naturally the railway lines having termini in other southern ports and in the grain belt of the Mississippi Valley were not slow to improve their Gulf Coast properties in order to get their shares of the export business.

The accompanying engravings show the extensive improvements of this character recently made by

and one hopper scale of 1,400 bushels' capacity, making five scales and five garnerers in all. There are two large cleaning machines, with a maximum capacity of 3,000 bushels each. A complete dust-collecting system, arranged to receive the discharge from the cleaning machines, is supplied with live air sweeps covering the entire floor area of the building and discharging into furnaces under the boilers, where the dust is consumed. There is an underwriters' fire pump of 1,000 gallons' ca-



FIG. 2. LOADING VESSEL WITH GRAIN AND MERCHANDISE.

the Louisville & Nashville system at Pensacola, Fla.; known as the Tarragona Street Wharf. In addition to the merchandise dock, the terminal facilities consist of a grain elevator and loading conveyor, the improvement as a whole being shown in Fig. 1.

"The elevator and conveyor were built by the Moulton-Starrett Co. of Chicago. In size the elevator building is 74 feet wide, 117 feet long and 158 feet high, with storage bins 70 feet in depth. The storage capacity is 500,000 bushels, and the

capacity, with a complete system of standpipes, hose, reels, etc. The elevator is covered with galvanized corrugated iron and a composition tar and gravel roof. All transmissions throughout the plant are by manila rope.

"The power house is 29 feet wide, 80 feet long and 21 feet high, constructed of brick and divided midway into engine and boiler rooms. Power is derived from a 24x48-inch non-condensing Corliss engine, with a flywheel 12 feet in diameter, and grooved for 14 $1\frac{1}{2}$ -inch ropes, by which means



FIG. 3. ELEVATOR OF THE L. & N. RY., PENSACOLA, FLA.

carrying capacity of 15,000 bushels each per hour, and, by the use of the tripping machines mentioned, grain may be delivered to one hatch of the vessel from both belts through one spout, or it may be delivered to two hatches, each belt supplying a separate spout. Grain may be delivered into vessels lying anywhere along the wharf, and into two vessels at the same time, if desired.

"The object and advantage of the arrangement whereby the belts deliver grain from the roof of the export warehouse is that vessels carrying a mixed

cargo of cotton, merchandise, grain, etc., may have their entire cargo put aboard without having to change berth—an advantage readily appreciable. The railway tracks are carried on the level of the wharf and on an elevated trestle along the middle of the wharf (Fig. 4), and suitably arranged along the elevated track there is a loading platform across which freight is handled between vessel and car, as shown in Fig. 2. At the end of

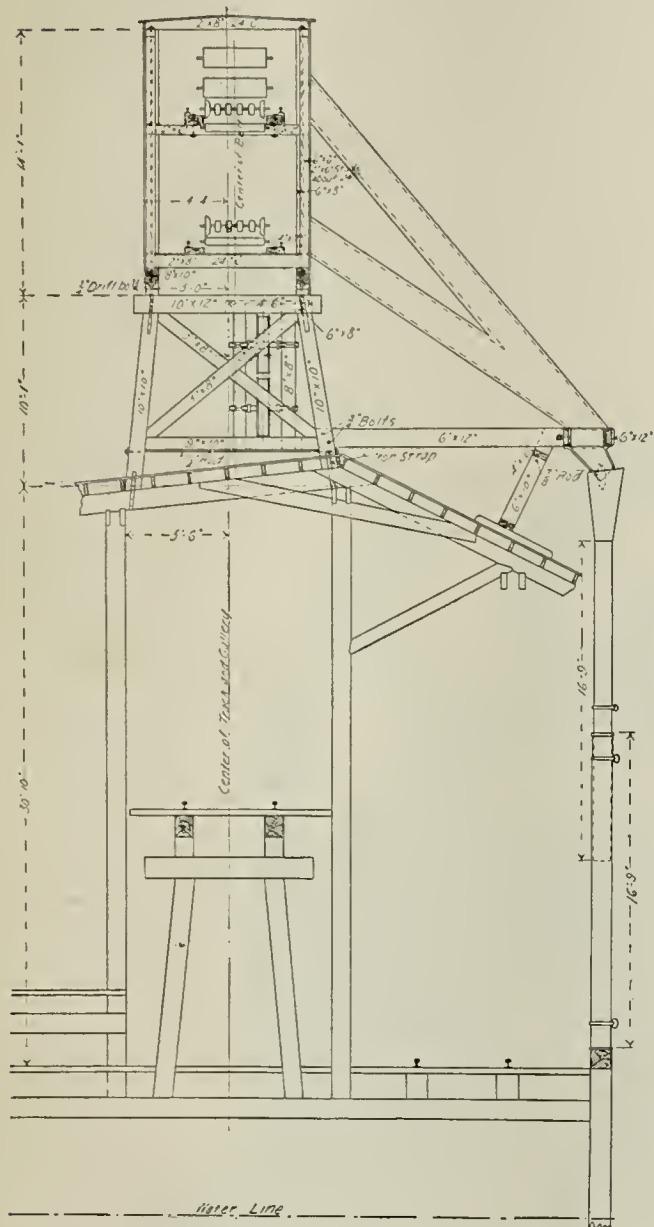


FIG. 4. SECTION OF WHARF AND CONVEYOR, TARRAGONA ST. WHARF, L. & N. RY., PENSACOLA, FLA.

the wharf vessels are unloaded with Hunt automatic apparatus."

BOARD OF TRADE TELEGRAPH.

The Exchange Telegraph Company is a new company developed by the contest between the Chicago Board of Trade and the existing telegraph companies over the distribution of Board quotations. It will distribute the quotations to the commercial exchanges of the country under the terms of a contract with the Chicago Board of Trade. The cities to be included in the circuits of the company are: Chicago, Peoria, Indianapolis, St. Louis, Kansas City, Omaha, Minneapolis, Duluth, Milwaukee, Toledo, Cincinnati, Detroit, Philadelphia, Baltimore, Boston, Buffalo and New York. The contract will probably provide for compensation to the Board for the use of the quotations, which are held by the courts to be private property, and it is estimated that the new arrangement will yield the Board an annual revenue of \$50,000, in place of nothing, as formerly.

But the probable provisions of the contract of greatest public interest are those stipulating that the quotations shall not be sold or furnished, directly or indirectly, to bucket shops or to individuals, to be used as a basis for gambling operations; nor to persons or firms who shall retransmit or furnish them to bucket shops or individuals; "but said Telegraph Company shall be liable for costs in suits brought to enforce this clause only when it shall actively defend such suit, etc.

"Said Telegraph Company agrees that it will furnish said continuous quotations only to such

of its customers as shall sign a written agreement that said quotations are to be used only for the private use of said customer in his or its business, and that he or it will not sell, communicate or otherwise give said quotations to any news distributing or telegraph company, or allow any person or corporation whatsoever to directly or indirectly take said quotations from said customer's office, and also providing for the right of said Telegraph Company to terminate said contract if said customer shall violate the foregoing provision of said contract."

THE I. & M. CANAL REDIVIVUS.

Whatever may be its ultimate fate, the native Illinoisan will ever kindly remember the old Illinois and Michigan Canal as one of the greatest factors that gave the state her prominence in the West prior to the railroad era, which has been so much in evidence since about 1868. The old canal reached its maximum as a carrier in 1869, when \$71,738 tons of freight were transported, and since that time the business of the canal proper has declined steadily, although the canal commission's statistics for 1882, 1883, 1884 and 1889 show a larger tonnage on combined canal and Illinois River clearances at Henry and Copperas Creek. At present the canal "cuts little ice" in the transportation of the counties through which it passes. Its management has become a political sinecure at a fat per diem. None of the canal commissioners lives within sight of the canal and only one in a canal county; the office is merely a plum to fall to some favorite henchman whenever the governor shakes that particular branch of his plum tree.

There are those, however, who still have faith in the canal; and it is announced from Joliet that the Wallace Transportation Company, lately organized at Joliet, will build a line of fast package freight boats to run between Chicago and La Salle or even south of that terminus of the canal. The canal is paralleled between Chicago and Joliet by the Alton and Santa Fe roads and west of Joliet to La Salle and via river to Peoria by the Rock Island road; nevertheless, the projectors believe that a line of fast packets can get freight enough to and from Joliet, Morris, Marseilles, Ottawa, La Salle and Peru to give them a profitable business. It is proposed to put on a line of boats that will be able to leave Chicago in the early evening and

other immediate improvement. Even the "deep cut," which was made immediately after the Chicago fire, and was expected to give the city the relief which the Drainage Canal has since been dug to give the city, is so filled up that a loaded boat can hardly get through the mud, but what between politics in the canal management, the overshadowing interest of the Drainage Canal as an engineering feat, and the proposed "deep waterway" via the Drainage Canal and Illinois River, the mud is not likely to be lifted out of "the old ditch" soon.

GRAIN DRYING AT BUFFALO.

The recent elevator fires at Buffalo have started up the business of drying grain on a large scale, every drier in the city being worked to its utmost capacity to dry out 630,664 bushels of wet grain of all sorts, while some of the malt houses, also, being otherwise idle at present, are using their kilns for drying wet grain. As might have been expected, complaints of "bad smells," which, we are officially informed by the health department, hang over the city in vast "masses," have been numerous and loud, so that the health department took the matter up for special investigation. A report was published by the department on August 30, which, among other things, said:

“The action of the stench cannot but be injurious to health. It has caused innumerable complaints of sickness, diarrhea, nausea, loss of appetite among the healthy, while upon the sick, the young, the feeble and the aged it has a pronounced depressing influence, acting injuriously upon their various maladies and lowering their vitality.

"This stench is due to the decomposition of grain induced by heat and moisture, factors which, under the circumstances, are present in a high degree at the elevators. It is further intensified and hastened by the general insanitary conditions at the ruins, where there are pools of stagnant water, masses of charred wood and decomposed grain intermingled with this mass of debris.

"We have therefore the honor of recommending the enactment of the amendment of the ordinance referred to, so that the future will not present the possibility of offense we have been undergoing in the past and present."

Meantime one of the members of the department has hit upon a scheme for rendering the drying process innocuous, which is being tried in various



SURVIVALS OF THE ANCIENT ILLINOIS AND MICHIGAN CANAL BOAT AT MARSEILLES, ILL.

deliver freight at the towus named on the morning following, just as the railways now do. This the company proposes to do by using a 90-foot boat drawing four and a half feet of water, built for speed, with a sharp prow and moved by twin screws. The illustration of the boats loading grain at Marseilles shows the boat now in use—the old canal boat, with a single screw propeller, the type that has been in use on the canal since the mule tow retired, about 1869.

The canal now needs dredging more than any

malt houses. It consists in burning sulphur in the kiln fires and sending the fumes of the sulphur through the kilns, where they will mix with the odors of the drying grain and destroy them. It is not certain, however, that this can be done with much success in wet weather, it is remarked, because it is thought the fumes will mix with the moisture and form sulphuric acid!

The outlook for the Michigan bean crop is not very good.

RELATIONS OF COMMISSION MEN TO SHIPPERS.

[From a paper by E. L. Rogers of Philadelphia, read at the annual meeting of the National Hay Association at Baltimore, August 15, 1900.]

The commission merchant is one who buys or sells goods on commission as agent for another, receiving a rate per cent as his compensation. Again, the "factor" is one who transacts business for another, an agent, a substitute, especially a mercantile agent who buys and sells goods and transacts business for another on commission, a commission merchant or consignee.

The factor laws of the state of Pennsylvania, if I am correctly informed, strictly speaking, require the commission merchant in making his returns to the consignor to remit the identical money received for the goods sold less charges and commission, but we must all admit that this is impracticable. But another very important thing is that the commission merchant under the law sells the goods for the account and risk of the shippers. (Don't overlook the risk part, gentlemen.) This simply means that the consignee is to use his best judgment in selecting a buyer for his goods, and if not paid for them the shipper or consignor loses his goods.

Marlowe writes—

"My factor sends me word a merchant's fled

That owes me for a hundred tun of wine,"—but the laws of Pennsylvania protect the shipper to the extent that if the money for goods sold on consignment is not paid to the consignor, then he, the consignee, is criminally responsible. So, taking everything into consideration, Pennsylvania ought to be a pretty safe state to ship to. But the business of to-day demands that commission merchants be responsible for the goods placed in their hands, and I believe such is the case in all markets.

But how seldom are we commission merchants ever allowed any money in our hands. The custom seems to be with the average shipper to draw against his goods to the extent of the cost at least. Now, this is a wrong and a much abused system. There is nothing in the world that should require a commission merchant to advance money on shipments; but it is the universal custom, and it should be looked upon and considered in its proper light. Money advanced in this manner is simply a loan on bills of lading as collateral security, the same as your bank would demand were you to ask it for a loan. The main difference, however, is that the commission merchant is not expected to charge any interest, to handle the hay for 50 cents a ton, as we do in Philadelphia, lose a bill for a car or more of hay every once in a while, when some poor fellow, or, more likely, some rascal, "goes up the spout." But in our desire to obtain a big price we often sell to unreliable parties, especially on a dull market, hoping and praying the fellow will keep above water until our bill is paid. And then, gentlemen, if you could look over the books of the average Philadelphia hay merchant and see the long credits we are compelled to give, you would wonder how we live, after taking so many risks.

The reply often made is that we sold too cheap; the hay was worth more money. "We see No. 1 hay quoted such a price, while you sold it for a dollar a ton less." The chances are that this hay is about a No. 3, but is claimed by the shipper as No. 1, not on his own inspection, as a rule, but on the say so of somebody else; hence the commission merchant gets the blame for slaughtering the goods.

Now, all this will not, I trust, be looked upon as a denouncement of the average shipper; but I am sorry to say that it will apply to some with whom I have had dealings during my 35 years' experience in the commission business. Business is a pleasure in most cases, and it should be, and will be if in our dealings with each other we are governed by honesty and characterized by integrity, fairness and straightforwardness. Every man is entitled to a fair profit on the business he conducts; he has a right to live if he has a legitimate business.

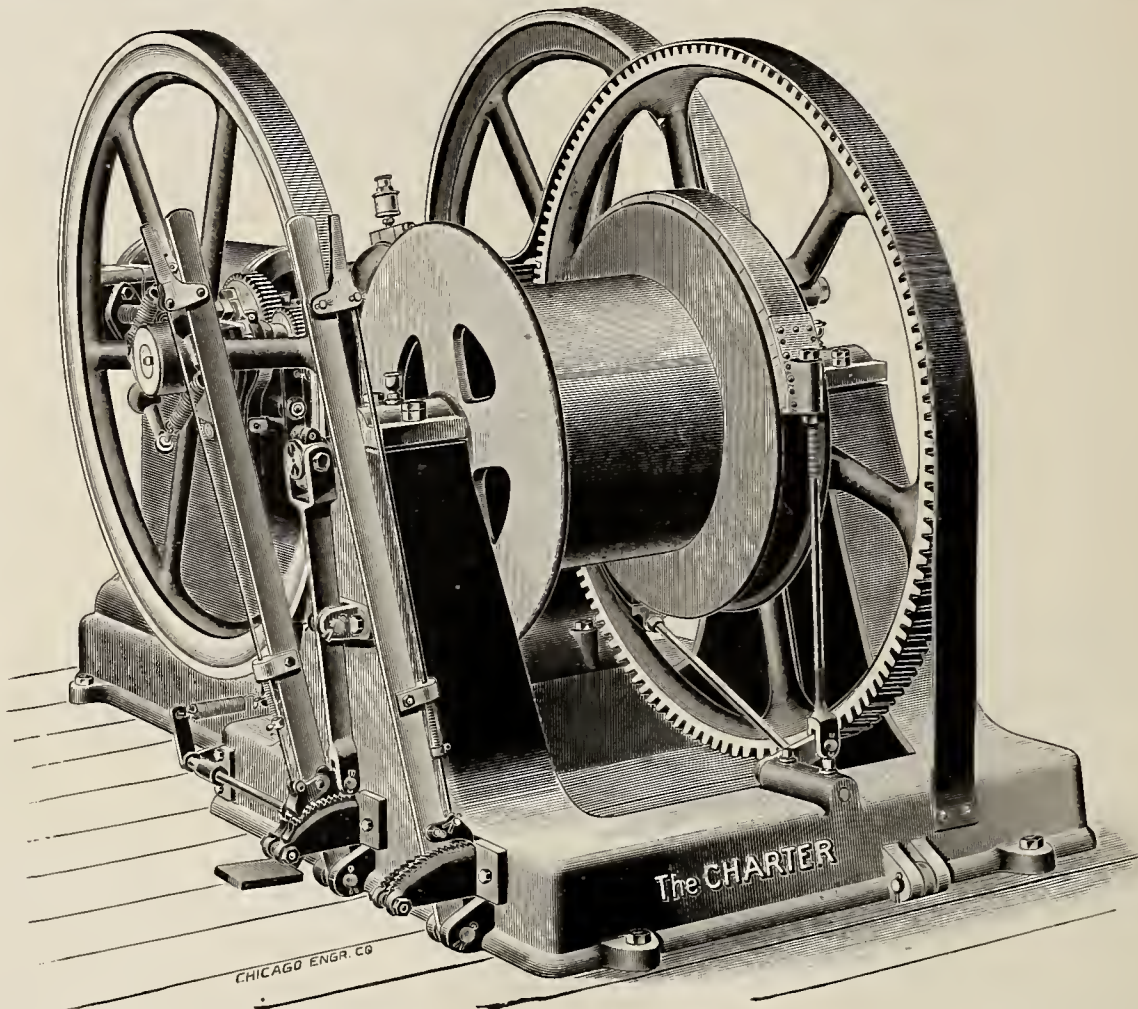
The fundamental principle of every business is to make money, and if there is any valid reason why a man should be in the commission business, then he is entitled to a just and fair remuneration for his services. There is a certain cost in running

any business—office rent, clerk hire, postage, etc.—and the commission business is no exception to the rule, and no matter how big a business one may do, that cost has to be paid before the profit can be secured.

One of the main objects of this Association is to let us get acquainted with one another, so that we may go hand in hand, shoulder to shoulder, to help each other out. It is true, there is no sentiment in business. We are not in business to help somebody else, but as a rule we are in business, cold-blooded business, every fellow for himself. At the same time, fellow members, do not overlook the fact that we are all more or less dependent on each other, and that man is certainly to be pitied who cannot call on some friend in time of need if only for sympathy.

ANOTHER APPLICATION OF CHARTER ENGINES.

At the present time there is scarcely a purpose requiring a moderate amount of power that cannot be better served by the gas or gasoline engine



CHARTER GAS ENGINE AND HOIST COMBINED.

than by steam power. The adaptation of the mechanical construction of these engines to special fields of usefulness by the more progressive manufacturers is adding greatly to their widespread use.

A good illustration of such application is the Charter Gasoline Engine and Hoist Combined, shown in the accompanying cut, and which stands on a single base. It is made by the Charter Gas Engine Co., Sterling, Ill., and is adapted for use in mining, loading and unloading vessels, and all similar purposes for which steam hoists are used.

It is provided with a friction clutch that is easily operated, and is constructed so there is no end pressure on the journals when the load is being hoisted. Means are provided for taking up the wear of the clutch shoes. A powerful brake is provided, so the load can be held at any point and lowered at will. A speeding device is furnished, operated by the treadle shown in the cut, with which the operator can increase the speed of the engine through a wide range of revolutions, thus enabling the load to be picked up easily, and then increasing the speed as fast as desired.

Peoria's corn exhibit at Paris was awarded a first prize. This has reawakened enthusiasm in reference to the annual show of the Illinois Corn Growers' Association, which will be held in that city in October.

AFTER THE MILWAUKEE BUCKET SHOPS.

The Chicago Board of Trade on August 17 made application in the United States court at Milwaukee for an injunction to restrain five establishments in that city, alleged to be bucket-shops, from using Chicago Board of Trade price quotations. The Milwaukee parties interested in the suits are: The Thompson Commission Company, C. C. Rogers Company, F. W. Upham Company, Hadden-Krull Company, and C. H. Bauman & Co. They have pooled their interests and secured legal talent to fight the case.

At the hearing, begun September 10, the complaint against C. C. Rogers Company was dismissed, as it was shown that the company receives its quotations from the Central Stock Exchange, a patron of the Chicago Board.

The answer of the F. W. Upham Company, which embodies the theory of defendants, denies that the quotations are obtained by illegitimate methods. On the contrary, it is claimed that the Chicago quotations, being posted conspicuously in numerous of-

fices and rooms of the Exchange building and at the Open Board, are gathered as part of the market news of the day and are obtained by defendants after they have become the common property of the public and available to any person who will take the trouble to inform himself. And it is furthermore asserted the complainant, the Chicago Board, has placed no obstacle in the way to prevent anyone from freely, immediately and continuously obtaining the quotations.

The Milwaukee defendants have pooled their interests and will put up the best fight they can. As this is the first of a series of similar petitions for injunctions which will be filed in every leading city where there are bucket shops using Chicago quotations, in case the present application is granted, the case has more than ordinary importance. One point the defendant's attorney has suggested, to wit, that the Chicago Board will have to prove "that we are getting the Board's quotations. Anyone," he says, "who wants can see the quotations on our board, and I'll admit that the quotations seem to tally quite well with those of the Chicago Board of Trade, but whether they are Chicago Board of Trade quotations will have to be proven. It will be necessary for the plaintiffs to make a specific complaint upon a specific quotation sent us. It will have to produce the basis for the complaint and the source of our information."

A FEW DON'TS FOR THE GRAIN TRADE.

BY EBENEZER.

Don't think that because you are a member of a live grain dealers' organization you can lay back on its record. Many a man with a good wife will never see the pearly gates close from the inside.

Don't imagine that your overbidding neighbor will cut a wider swath than you at the next World's Fair just because there is a greater number of teams in front of his door than before yours. The peacock's tail makes a fine showing, but let a little wind or rain come and it has to close up and go out of business.

Don't swear at the railroad company when you learn of a heavy shortage on the car that you let go without a little needful cooping. When one boy "sasses" another, the one "sassed" often says: "Sticks and stones may break my bones but words will never hurt me."

Don't depend upon arriving at future conclusions with the farmer on grain which he stored in your elevator. Nature sometimes puts off for a long time the presentation of her bill to a strong man's overworked stomach, but when she does, he generally goes into liquidation.

Don't ship dirty grain when by putting in a cleaver you can make more rapid additions to your bank account. Jacob would never have thrived if he had not made practical use of his intelligence.

Don't avoid your competitor to such an extent that you can't get together once in a while and talk things over. You may find out that he is threatened with an acute attack of tuberculosis and a complication of meningitis and ague, and sleep all the better for knowing it.

Don't neglect to subscribe for the "American Elevator and Grain Trade;" don't think you are just as well off at the end of the year as though you had read it. The foolish virgins would have had a front seat at that wedding banquet if they had taken and read about it in the Virgins' Society Organ.

ARMORED CONCRETE FOR GRAIN ELEVATORS.

John S. Metcalf, president of John S. Metcalf Co., engineers, Chicago, who has recently returned from a trip to Europe, where he made a systematic examination of concrete elevator construction, in the course of a conversation on the subject with a representative of the "American Elevator and Grain Trade," expressed his opinion of the practicability of this type of elevator construction, in brief, as follows:

"After investigating the subject of armored concrete construction by reading many articles in public libraries, and after working for several months on plans and the manner of applying this construction to grain elevators, I was very much impressed with it and fairly well convinced that it could be used to good advantage for grain elevators. Before attempting to use it, however, I thought it best to see what has been done in Europe in this line, and accordingly went abroad last July.

"I visited many places where this kind of work had been done and was being done. At Swansea, Wales, I found an elevator of about 300,000 bushels' capacity, built entirely of armored concrete; foundations, bins, walls, stairs, roofs,—in fact, everything about it was concrete, reinforced with steel rods. The bins were 6x12 feet and 66 feet deep, rectangular in shape, and the walls 4½ inches to 7 inches thick. Near this was a flouring mill six stories high, built entirely of armored concrete posts, girders, floors, and even the roof, which was used for a water tank, carrying water about two feet deep over the entire surface. This water was used for cooling the cylinders of the gas engines, which were used for generating power for the mill.

"At Southampton, England, a very large cold storage plant is now being constructed of this material. The piles, which are 14 inches square

and 43 feet long, are made of concrete reinforced with steel rods. After standing for two months these piles are taken up with an ordinary pile-driver and driven, just as we would drive a wooden pile in this country except that the head of the pile is protected by a cushion, which evenly distributes the blow. This work is being done from plans made by Monchell, the French engineer.

"What I saw has certainly convinced me that armored concrete construction is to be the fire-proof construction of the future for nearly all purposes; and if it is properly designed and executed, I am quite sure that it will give perfect satisfaction. We shall, without doubt, be building grain elevators of every description of this material before many years."

WALLACE M. BELL.

Although the commission business of Milwaukee has been affected, as has that of other markets, by the competition of the track buyer who basks in the favor of the transportation lines, nevertheless a large part of Milwaukee's receipts still come as consignments. The invasion of this market by the track buyer is of comparatively recent date, that track buyer is of so comparatively recent date, that



WALLACE M. BELL.

large extent. And so we find a number of strong and well-equipped commission houses in the market, who give it life and dignity, and have won for it the confidence of shippers in the territory naturally forwarding grain via this gateway.

Among the prominent younger houses of this class in Milwaukee is the Bell Commission Company, of which Wallace M. Bell is president and chief executive officer. Mr. Bell is a native of Illinois, having been born at Brooklyn, a village of Schuyler County. He came to Chicago in 1881 to take a position in the freight office of the C., R. I. & P. Ry. Co. A year later, at the age of 25, he entered the employ of Foss, Strong & Co., then one of the largest receivers of cash grain in Chicago. He remained with them until the firm retired from business in 1887. He then went to Pope & Lewis of Chicago, for about two years. On July 1, 1889, he took a position with L. Bartlett & Son of Milwaukee, with whom he was connected for the next eight years, five as employee and three as member of the firm. He then retired and organized the Bell Commission Company, of which Alex Schmidt, formerly president of the A. Schmidt Company, and who has been connected with the grain business in Milwaukee for over 25 years, is secretary-treasurer.

Mr. Bell's experience stands him in good stead now, since he has filled every position in a grain commission house from mailing clerk to the executive chair. He has also in the meantime made an extensive line of acquaintances in the trade, both shippers and receivers, in number and character probably not exceeded by the acquaintance of any

other man in the trade in the Northwest. His Milwaukee contemporaries have expressed their confidence in him by an election to the directory of the Milwaukee Chamber of Commerce.

Mr. Bell is a veritable commission man. Scrupulously honest and upright in his dealings with customers, he is also impressed with the importance and value to the customer of giving his personal attention to details, in order that shipments shall be sold to the best advantage and returns promptly made. The business of the Bell Commission Company having been conducted on this policy, from the first, it has prospered and now stands in the front rank of the firms handling grain in Milwaukee.

THE COUNTRY GRAIN DEALER; HIS TRIALS AND HIS REWARD.

[A paper read by E. M. Fullington of Marysville, O., before the annual meeting of the Ohio Grain Dealers' Association.]

When I was assigned this subject I bethought myself that there might be a time limit imposed and that it would be difficult to embody in a short paper all the trials incident to the business of trafficking in grain at a country point, and that one recounting these trials might be in the position of a certain mule that was consigned to the tender mercies of a certain southern railroad for shipment. This particular mule had been carried up and down one division of the road for many days working up a demurrage account at each station on the division, when the general freight agent of the line had his attention called to the fact. The freight agent called before him the conductor of the train with which the mule was sojourning at that time and asked if he knew aught of the destination of the animal. The reply was characteristic of the methods of the road: "I dunno, sah, wha he gwine to. Dat mule done eat his tag, sah; so we tote him till somebody stop him." So in recounting the trials of my brethren, the country grain dealers, I might be accused of having "eaten my tag." For the first part of my subject I can find abundant material, but for the latter part I may have to draw upon my imagination. In naming some of the vexatious problems that confront the average country dealer I will suggest a solution in some cases.

One of the most conspicuous evils of the country trade is the irresponsible competitor; but as this class is more or less known to all branches of business, we cannot claim a monopoly. However, there is a tendency to ascribe many of the evils of the business to the action of these competitors in trade. I quite agree with the French industrial writer who said "the deepest root of the evils and iniquities which fill the industrial and commercial world is not competition." I do not pretend there are no inconveniences to the country grain dealer in active competition, or that the moral objections urged against it by radical theorists as a source of jealousy and hostility among those engaged in the same business are altogether groundless, but if competition among country elevator men has its evils, it also prevents greater evils. Competition undoubtedly has great power for evil; and it is no less fertile of good, especially in what regards the development of the individual faculties and the success of innovations in business. Looking upon competition, not from the window of the counting room; viewing it, not from the standpoint of the balance it may leave on the right side of your ledger when the annual balance sheet is struck, but viewing it rather as a stimulus to improve, to overcome that natural tendency to be passive, to put forth your best efforts to attain the highest excellence in your methods of business, and to be on the alert always to make use of all legitimate means of vantage, it appears as one of the most potent factors in business success.

There are undoubtedly in many parts of Ohio too many firms endeavoring to make a living by handling through two and three elevators at one point where the business justifies but one. Farmers may think because they have two or more elevators

doing business at their railway station that they are necessarily getting more money for their product than if there was but one. This is a mistake. The markets will justify the payment of but a certain price for grain. Paying a higher price will make no more grain in the country. Shipping points are so close together on all the railroads of this state that were there but one dealer at a point he would be compelled, in order to hold his share of the shipping, to pay the market price. Intelligent competition is not one of the trials of the country dealer. But there is a class of competition, a class that you all have with you, periodically, that is a thorn in the side of the regular dealer. In this class I will place the scoop-shovel dealer, that piratical shipper who warms his shins at the country store in the winter, regaling the farmers with gilded stories of the high prices he will pay for wheat and oats "next harvest;" and when the full bloom of harvest is on, orders more cars than the railroad sidings can hold, rents a few thousand

refusal to act on sound business principles, are responsible for the failure of this as of other much needed reforms in the business. A campaign of education is needed among the dealers and farmers. At present the farmer thinks he is deprived of his rights if not furnished grain bags, and some dealers, hoping to gain an advantage over their competitors, encourage him in that belief. Experience has shown that the farmer who can and does furnish his own packages for grain is more independent of the buyer, and is better satisfied in the independence by being under no obligations to market his product at any given place. He can sell when and to whom he pleases. As I have said before, educate your country grain dealers and farmers to a right way of doing business.

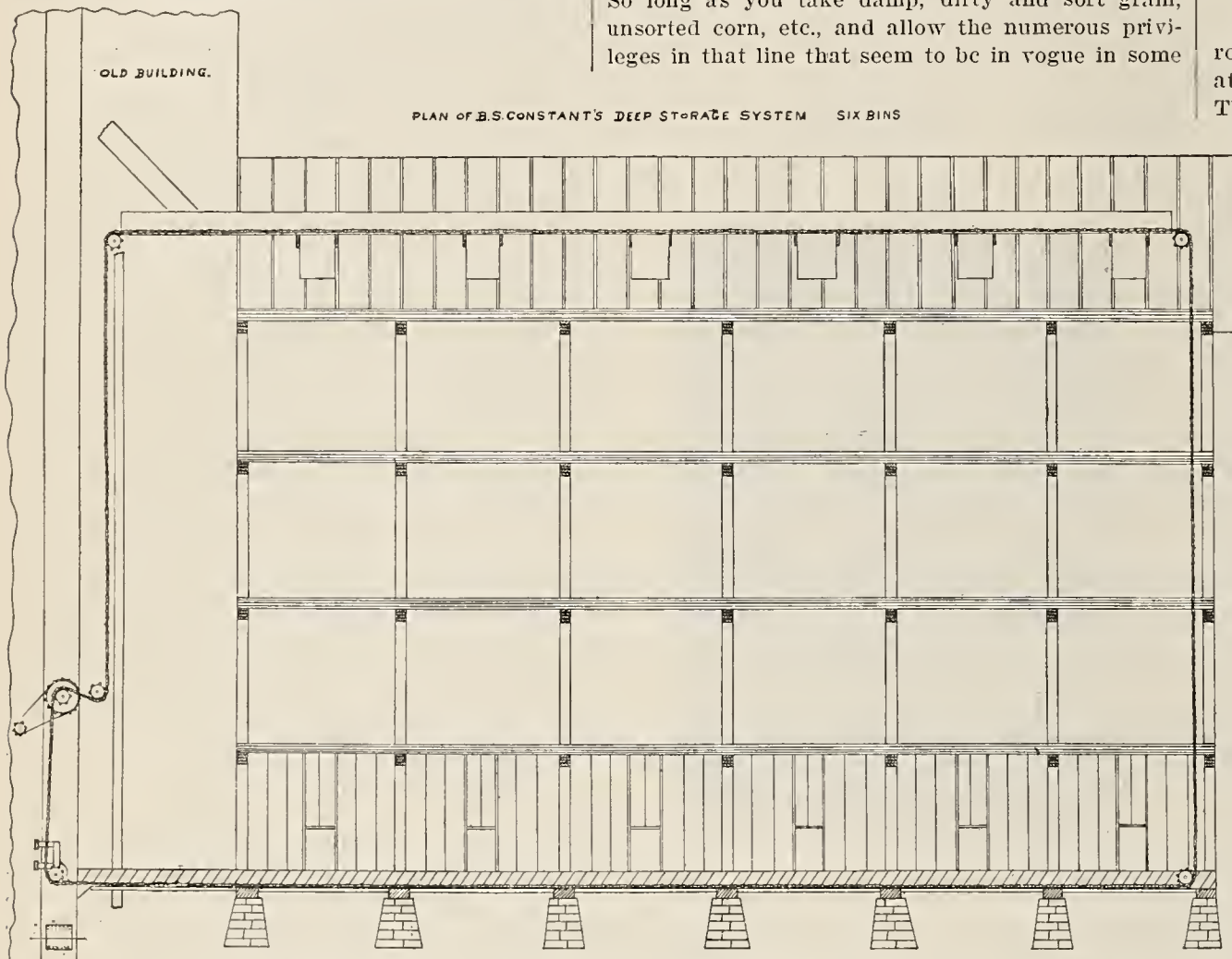
Another trial of the craft is the custom, too much encouraged, of marketing grain in bad condition. The dealers themselves are largely responsible for this condition, and it is a condition that must be met by them, and the remedy by them applied. So long as you take damp, dirty and soft grain, unsorted corn, etc., and allow the numerous privileges in that line that seem to be in vogue in some

to the railroad companies and receivers, exercise the utmost care in inspecting cars to be loaded, cooperating the same and weighing in the contents. When this is done so that you are confident that there has been no fault on your part and that your statements are right, then insist upon that right being respected.

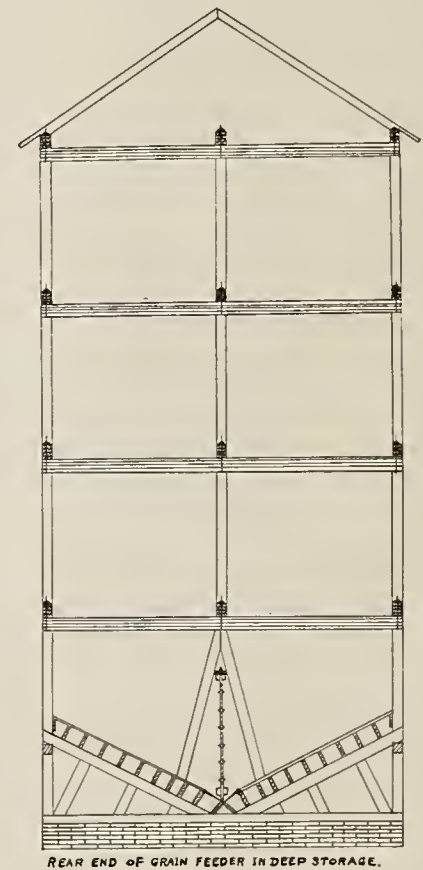
There is no reason why the country dealer, carrier and receivers should not act in harmony to secure the minimum of such cares as now infest the business of buying and shipping grain at a country point. When such harmony exists, as I believe does now, and when every regular grain dealer in Ohio is a member of the State Grain Dealers' Association of Ohio, the reader of a good trade journal, and exercises the ordinary care and prudence required in all business enterprises, then will you, my country grain dealer friends, receive your reward.

THE CLEVELAND GRAIN CO.'S NEW STORAGE BUILDING.

The Cleveland Grain Co. of Cleveland, Ohio, has recently completed an addition to its grain elevator at Champaign, Ill., which we illustrate herewith. The work was done by B. S. Constant Co. of Bloom-



GENERAL PLAN OF THE ADDITION TO THE CLEVELAND GRAIN COMPANY'S NEW STORAGE BUILDING AT CHAMPAIGN, ILL.



REAR END OF GRAIN FEEDER IN DEEP STORAGE.

bags, opens an account with a reliable grain receiving firm, and proceeds to pay within one per cent of what he can get for the grain on board cars. True, he lasts but one season, but while he reigns the regular dealer is losing money and when he is gone another takes his place. Yet the regular dealer pays his proportion of the tax to support the institutions of his county and to keep up the good roads; he maintains his elevator property at the cost of thousands, in which to store the grain that the railroads cannot transport until they can take care of the poor scoop, who must have cars because he has no storage capacity. The reliable receiving firm handles the scoop-shoveler's consignments in fair weather, because they know they will get the regular's trade when the rush is over and the railroads have time to move it from his elevator.

One of the vexatious customs in vogue in a large part of Ohio is that of providing farmers with bags in which to market their grain. This custom has been abolished in some localities, and, as I am informed, to the satisfaction of both farmers and dealers. Could this be done throughout our state I am sure it would be to the advantage of the farmer as well as the receiver. The great difficulty experienced in instituting this much needed reform is in securing the co-operation of all the dealers in a given territory. The petty jealousies and rivalries among country grain dealers, and their

localities, so long will you have the evil to contend with. I say, "Apply the knife at once; cut it off." Have it understood among your customers that you will not take grain in bad condition at any price, and you will do your customer as well as yourselves a great favor. You will make it necessary for them to clean and care for their grain as they should, making it easier for you to handle it and more profitable for the farmer to raise it. By receiving grain in bad condition at the same price as good grain, you place a premium upon the acts of the shiftless farmer. You do an injustice to the man who cares for his crop as it should be.

I have thought to speak of the lesser of two evils first, and have so far spoken only of the trials of the country dealer at the receiving end of the line. We are all familiar with the trials attendant on the car famine, the inability of the carriers to furnish more than one out of every ten cars needed, especially at non-competing point; the shortages which consume nine-tenths of our profits; and the perpetual discrimination in freight rates. These are questions that must be met and solved; but I will not enter into consideration of them in detail. Many pertinent and useful suggestions are constantly being made in the "American Elevator and Grain Trade" and other trade journals, which, if acted upon, would remedy many of the evils above detailed.

We should, in order to be consistent in our claims

ington, and its construction embraces the company's new system of deep storage.

The new building is 60 feet long, 20 feet wide and 30 feet high and is divided into six bins, which have openings at both top and bottom. It is equipped with the Constant Grain Feeder, which not only empties the bins but fills them by the use of the top chain. This chain is known as the "B. S. C." chain and is new on the market, having been made to order for B. S. Constant Co. for the special purpose of conveying overhead and making a complete circuit of the building. It is said also to be capable of handling again as much small grain as the chain heretofore used in the Constant Grain Feeder. The end view shows that the bin bottoms are hoppered and the grain passes out of the lower openings onto the chain and is then conveyed a distance of 13 feet to the elevator leg in the old building.

The Chicago Railway Terminal Elevator Company wants to retire \$175,000 of its bonds with the money realized from recent sales of company property, and will receive bids for the issue until September 15. The original amount was \$2,500,000, due 1943. In 1898 \$42,000 was bought in, leaving \$2,458,000 outstanding, of which \$29,500 was held in sinking fund January 1, 1899. Last year 1,747 bonds were canceled, leaving \$1,584,500 of this amount; \$43,500 is held in the sinking fund.

TEXAS WHEAT GOING WRONG.

In spite of the efforts of the grain trade to tell the farmers of Texas how to harvest their wheat, the grain has been coming to market damaged by wet and stained by firing. The grain buyers, in turn, anxious to please their farmer friends, have not treated the grain in all cases as it deserved; and in consequence they have been suffering badly at Galveston, where the inspection, which is no respecter of persons, has had no mercy on the feelings of shippers of stuff out of condition. The complaints of the rigid inspection became so numerous that Secretary H. B. Dorsey of Weatherford and G. J. Gibbs of Clifton, representing the Texas Grain Dealers' Association, went to Galveston to investigate. They found the inspection department quite justified in their summary treatment of the grain arriving.

Mr. Dorsey on August 25 said to a Galveston News man: "We inspected forty-three cars of wheat which had been inspected by Chief Inspector Robinson and his assistants this morning. Out of the forty-three thus inspected we found only three grading No. 2, one grading No. 3, five grading No. 4, eighteen rejected and sixteen no grade. This inspection by us was made independently and without any knowledge of what Mr. Robinson and his assistants had graded the wheat and without any knowledge of who were the shippers. In the inspection of the forty-three cars there was a difference between our inspection and that of the Galveston inspection department in but two cars. In one instance our inspection was a grade higher than that given by Mr. Robinson and in the other instance the wheat was graded lower than Mr. Robinson had graded it. This last was caused by the wheat being damp and heating from yesterday until to-day, which lowered the grade."

Mr. Dorsey, therefore, urged shippers to be more cautious as to the condition of the grain when it leaves their elevators, as they seem to have no idea of the condition in which it arrives at Galveston. And in order to fully protect members of the Texas Association at Galveston, the management of the Association has instructed Mr. Dorsey to remain indefinitely at Galveston to look personally after the interests of Association members. Mr. Dorsey will watch the inspection closely, and as he has been in all departments of the grain business, including milling, his investigations, opinions and advice ought to have great weight with shippers.

ELEVATOR FIRES IN BUFFALO.

Buffalo has just added another to its long list of elevator fires, the Dakota Elevator having burned on August 13, with an estimated loss of about \$270,000.

Joseph Dart built the first steam grain elevator in the world, on Buffalo Creek, in 1812. It was burned in 1832 or 1833. The fashion thus established, Buffalo elevators have been prone to go up in smoke, ever since. But the original Dart was not the first to burn, says the Buffalo Express. The Reed burned in 1859, the Wilkeson in 1862, the Evans in 1863, and again in 1864; the Coburn in 1862 (rebuilt as the Wells); the Hatch, built in 1848, burned and was rebuilt as the Marine; the City in 1859 and 1863; Sternberg A in 1862; the Hollister in 1858; the Empire, built in 1861 and burned; the Grain Dock in 1861; and probably others. But we have record of at least thirteen elevator fires in Buffalo prior to 1864.

Since that date, according to data from the Fire Department, there have been the following elevator fires in Buffalo, not counting fires which damaged but did not destroy: 1865, the Main Street, rebuilt as the Hazard in 1861, and as the Lyon in 1881; September 16, 1865, Stevens & Fargo, loss \$60,000; July 30, 1866, Sturges, \$120,000; February 22, 1867, Bennett, \$25,000; March 16, 1872, Erie, loss \$175,000; November 3, 1872, Taylor, \$40,000; December 8, 1873, Richmond, \$12,000; August 24, 1874, Reed & Harrison, \$90,000; November 19, 1875, Hazard, \$115,500; June 14, 1878, Wadsworth, \$15,000; February 3, 1882, Commercial, \$100,000; August 21, 1882, Erie,

\$185,000; same date, Guthrie, \$51,000; September 26, 1883, Sternberg, \$140,000; November 13, 1888, Wheeler, \$116,800; December 15, 1889, Exchange, \$125,000; November 6, 1890, Wells, \$225,000; August 15, 1893, Coatsworth and Fulton, \$1,000,000; March 11, 1897, Ryan & Clark, \$75,000; October 27, 1897, Sturges, \$225,000; November 23, 1899, Husted, \$150,000; July 24, 1900, Eastern, with Wells damaged, loss estimated \$500,000; August 13, Dakota, \$270,000.

This incomplete list shows that Buffalo has had at least thirty-eight elevator fires in forty-one years. About one elevator a year appears to be the average tribute to the flames from the post of Buffalo Creek.

T. W. HUGO.

Trevanion W. Hugo, mechanical superintendent of the Consolidated Elevator System of Duluth, is also mayor of that city. He is an Englishman by birth, a Canadian by education and an American by choice. Born in Cornwall in 1848, he was educated in the public schools of Kingston, Ont., and having graduated from the higher schools entered a machine shop, where he served a five years' apprenticeship. He then became an engineer on steamers plying the Great Lakes. One of his constructive feats was superintending the cutting of an ocean steamer, purchased by his company, in



T. W. HUGO.

order to get her through the canal locks into the lakes.

Sailing as engineer on a line having Duluth as one of its termini, he attracted the attention of certain of her business men, who had use for that sort of a man. They offered him the supervision of the machinery of the Consolidated Elevator System, which he accepted. The system was then in its inception only, but it has since grown to be a plant of eight elevators, with an annual handling capacity of 40,000,000 bushels of grain. The installation of the machinery of the system has all been made under the superintendence of and largely from plans made by Mr. Hugo, and the machinery is of such a character as to have attracted the attention of the American Society of Mechanical Engineers, of which he is a member, and which has honored his work by papers and discussions.

One of Mr. Hugo's social hobbies is Masonry, in which he has attained the highest degrees, both in Templarism and in Scottish Rite Masonry. The latter he introduced into Duluth, and has since been elected continuously as wise and venerable master. He has also been more or less prominent as an Odd Fellow.

While he has served his fellow citizens as alderman, president of the council, president of the board of education and president of the Chamber of Commerce, in all of which positions he has made an enviable record for ability, by no means the least of his public service has been that rendered as member of the National Association of Stationary Engineers. As such he has come in contact with the men actually in charge of stationary engines as instructor of local associations and as state deputy.

His influence has been most beneficial to that body and to its members in many ways; and though he is now a very busy man, he still finds time to attend the meetings of the Duluth local association and give it the benefit of his instruction and advice. It is to the organ of this National Association, the National Engineer, that we are indebted for the original of our portrait and the facts of this article.

Mr. Hugo has a fine family, of which he is quite as proud as his wife and sons are of him. The latter "take after" the father and are already engineers of no mean ability.

DOTS AND DASHES

The largest farm granary or elevator in Indiana is said to be that of John Harness of Erwin Township, Howard County. It is 60x30 feet on the ground and 24 feet high. It has a good outfit of elevator machinery.

The wheat movement to Latah, Wash., never equaled that of August of this year. The local warehouses were unable to handle the grain offered and new platforms are being constructed. The fall grain had about all been delivered by September 1.

The C. H. & U. Ry., by recent purchases of the stock, is now owner of the C. H. & D. Elevator Company at Toledo; but there is no evidence of a disposition to rebuild the elevator. The old elevator on the "Middle Ground" has been refitted and is in use as a substitute.

The twenty companies in the new Starch Pool have elected W. F. Piel Jr. of Indianapolis, president; Thomas P. Kingsford of Oswego, N. Y., first vice-president; W. H. C. Cole of New York, second vice-president; J. D. Higgins of Oswego, N. Y., secretary-treasurer, and Joy Morton of Chicago chairman of the board of directors.

Aaron Kahn of Colfax shipped the first carload of wheat from Whitman County to Portland this season. The wheat was shipped from Pampa, on the Washburn branch of the O. R. & N., to Baltimore, Guthrie & Co. of Portland, and was also the first carload of new wheat received by that firm. It was bluestem, of excellent quality, testing 60 pounds to the bushel.

The Duluth Market Record says: "The local inspection department has decided to stop the practice that has prevailed here for two or three years of offering to No Grade wheat the designation indicating what kind of wheat it would be if it was not No Grade. That is, there will be no more No Grade 1 Northern or No Grade No. 2 Northern. If the wheat is No Grade, it will be called by that name and will have to sell on its merits, according to whether it is good, poor or indifferent. There promises to be a lot of it this fall.

A Minnesota elevator man was nearly the victim of a new form of swindle recently. While he stepped out of the elevator for a few minutes an apparent farmer drove up into the elevator, who, upon his return, had a load of wheat dumped into the hopper ready to be weighed. The agent weighed the wheat, paid the cash and the farmer drove away. He had not gone long when the elevator man discovered that the supposed farmer had in reality not brought in a grain of wheat, but had dumped some of the elevator wheat from a bin into the hopper and sold it. The swindler was rounded up and compelled to return the money paid.

The out ports continued to gain on New York in their percentages of the grain exported. In 1873 New York handled 88.70 per cent of all the wheat going through that city, Baltimore 6.63 per cent, Boston 4.53 per cent, Newport News and Philadelphia 6.05 per cent; in 1899 New York handled only 51 per cent, Boston 21.98 per cent, Baltimore 18.15 per cent, Philadelphia 7.63 per cent and Newport News 1.24 per cent. Of corn in 1873 New York handled 66.67 per cent and Baltimore 23.79 per cent; in 1899 New York handled 26.25 per cent, Baltimore 39.38 per cent, Philadelphia 19.13 per cent, Newport News 12.98 per cent, Boston 11.26 per cent.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

OLD HAY RATE SHOULD BE RESTORED.

Editor American Elevator and Grain Trade:—Ever since the reclassification of hay to the fifth class it has been hard to buy hay so the shipper could make a profit. I think the new rate an injustice and the old rate should be restored. I shall be glad to do anything in my power to help restore it.

Yours very truly,
J. N. FULMER.
Nova, Ashland Co., Ohio.

IN SOUTH DAKOTA.

Editor American Elevator and Grain Trade:—There is so much rain through this country that very little thrashing has been done. Some of the grain is rotting in the stack, especially that cut with headers.

L. N. Loomis of Alpena, S. D., has let contracts for building four elevators, at Geddis, Wagner, Platte and Lake Andes on the extension of the C. M. & St. P. Ry. in Charles Mix County, S. D.

Yours truly,
W. B. HATCH.

A GREAT INJURY TO SHIPPERS.

Editor American Elevator and Grain Trade:—I consider the changing of hay to the fifth class was a great injury to shippers of hay and a greater injury to the farmer, who must suffer from the high rates. I think the best way to get this corrected is to keep it before the Interstate Commerce Commission, by showing them that we are now paying from \$5 to \$10 per car more on hay than on grain to Eastern markets, whereas it should be that much less, on account of the lesser value and responsibility of the carrier.

Yours truly,
S. A. VAN HORN.
Lawrenceburg, Ind.

ITEMS FROM IOWA.

Editor American Elevator and Grain Trade:—W. R. Bloom, Klemme, Iowa, recently changed from horse to gasoline power. The new engine works like a charm. It is a Fairbanks-Morse.

Farman & Cashman of Goodell, Iowa, are succeeded by Thos. Cashman.

Flemming Bros., whose headquarters are at Armstrong, Iowa, are building an elevator at Rake, a town on the new extension of the B., C. R. & N. from Germania. They will put in a Charter Gas Engine. They have also put in the same kind of an engine at Maple Hill, one of their other stations.

H. J. Ries is making some extensive improvements on his elevator at that place. He will also build an elevator at Briceland, Minn.

The buyers of Estherville, Iowa, held a very interesting business meeting at that place on August 14.

Yours truly,
J. R. DALTON.

FAVORS NATIONAL HAY INSPECTION RULES.

Editor American Elevator and Grain Trade:—As to our opinion on the question, "Should there be a national system of inspecting hay?" would say that there is no reason why such inspection is not feasible, and why it should not benefit the hay trade; inasmuch as it has been proven by statistics and other facts, which are not to be controverted, that the hay crop is one of the most important in this country, and as it is always an article which gives rise, in the matter of grade, to many differences of opinion. We say, without hesitation, that until there is a system of that kind, which is recognized by shippers and receivers alike, there will be disputes and differences which never can be settled to the mutual satisfaction of both. Should this inspection be made a matter of fact, the shipper, as well as the receiver, will be the beneficiary, and our experience in the grain trade convinces us that it is the only way out of the present difficulty.

The writer has attended all the conventions of the National Hay Association within the past few years,

and has taken an active interest in the furtherance of such a scheme, and we hope that your influence will do much toward bringing about the desired result.

Very respectfully,

J. C. SMITH & WALLACE CO.
Newark, N. J.

AN INJUSTICE TO SHIPPERS.

Editor American Elevator and Grain Trade:—We think it was a great injustice to the western shippers to raise the classification of hay from sixth to fifth class. There is not much risk to the railroads in carrying hay, for if the hay is in a wreck it can be reloaded into another car with no damage to speak of. On the other hand, if it was grain there would be a big loss to the railroad.

We think the hay dealers should hang together and show the railroad companies their mistake in reclassifying hay, and prevail on them to change back to the sixth class on the ground that there is no risk in shipping hay.

Yours truly,
Indianapolis, Ind.
W. H. COOPER.

WHAT THE NATIONAL HAY ASSOCIATION CAN DO.

Editor American Elevator and Grain Trade:—I do not think it would be feasible to have a national system of inspecting hay, owing to the wide difference in qualities of hay, almost every field producing a different quality—if not in actual value, in appearance at least. In my opinion, about the only thing the National Hay Association can do regarding the matter of grading is to urge its members to become fully conversant with the qualities required at the different markets, thus enabling them to place their hay at the points where the respective qualities can be sold to the best advantage.

Yours respectfully,
JAMES M. HAIT.

New York.

CHANGE OF FIRM AT NEW ORLEANS.

Editor American Elevator and Grain Trade:—On September 1 Jos. V. Ferguson withdrew from the firm of Ferguson & McGinnis and formed a new connection under the name and style of Jos. V. Ferguson & Co., for the purpose of handling hay and grain in this market.

Our Mr. Ferguson needs no introduction to the hay and grain trade throughout the United States as he has been handling these commodities during the past fourteen years, three years of which as the head of the late firm of Ferguson & McGinnis. We will retain all our old salesmen at the different railroad depots here, and this (sales) department, as of yore, will receive our personal supervision.

Very truly yours,

JOS. V. FERGUSON & CO.
New Orleans, La.

A SUGGESTION REGARDING NATIONAL INSPECTION.

Editor American Elevator and Grain Trade:—A national system of inspecting hay would be of great benefit to both shipper and receiver, and I believe this is the most important question before the hay trade to-day. When the National Hay Association takes this in hand and organizes a successful system for the national inspection of hay, then they can consider themselves a real benefit. My idea would be to appoint a national inspector at a salary of, say, \$2,000 per year, a state inspector in each of the hay states at a salary of \$1,000 per year and traveling expenses, the state inspector to appoint deputies at a salary of about \$500 per year and locate them at stations or in sections moving at least 500 cars yearly, the deputies to be responsible to the state inspector for the correct grading of the hay, collection of fees, etc., and the state inspector to be responsible to the National Hay Association.

I believe such a system could be made to work satisfactorily to both shipper and receiver. The charge for inspecting and weighing should not exceed \$1.50 per car, which I believe would be sufficient to pay for all salaries, traveling expenses, etc.

If shippers will get together and make the National Hay Association what its name implies, then

the buyers can be forced to accept a certificate of inspection as final, and place the hay trade on the same basis as the grain trade, where it rightfully belongs.

Having been a shipper, my sympathies naturally lie with them, but as a commission man I do not think that the eastern commission men would oppose a successful national system of grading hay.

Yours very respectfully,

RICHARD A. O'BRIEN.

Boston, Mass.

HAY SELLS BETTER ON ITS MERITS.

Editor American Elevator and Grain Trade:—We do not favor official inspection of hay, as experience on this market has shown us that hay can be handled to a much better advantage by selling on its merits. There are technicalities which often place hay in a lower grade than it should be, but wherever there is official inspection, buyers insist upon it. However, it seems that inspection has come to stay; if so, we think the various cities throughout the country should have their inspectors meet annually in convention and fix rules and the conception of the rules uniform. It is a much more difficult matter to grade hay than it is to grade grain; it is seldom you find two cars of hay exactly alike.

Respectfully,

W. B. McCARDLELL & CO.

Baltimore, Md.

KEEP AGITATING.

Editor American Elevator and Grain Trade:—From the producer to the consumer, all interested in the hay business should appreciate your interest and aid in trying to secure justice in rates on hay. As to the proper course to be pursued, it is a mystery to me, and I suppose nearly everyone else will say the same.

I do not see that we can do more than to keep agitating the matter and look to the Interstate Commerce Commission to adjust it. This, of course, is slow and uncertain as there is so much at stake and in opposition to such wealthy and influential corporations as the railroad companies, for they have so many ways of "whipping the devil around the stump."

Respectfully yours,
W. S. CORBETT.
Spickler, Md.

THE PACIFIC COAST WHEAT CROP.

Editor American Elevator and Grain Trade:—Your correspondent, D. G. Doubleday, is misinformed in regard to the wheat crop of the Northwestern Coast.

Some time before the harvest it was expected that the crop would be the largest in the history of this section; but the actual yield has not come up to these expectations. It is true that "the straw runs very large," but the quantity of grain on it was disappointing. There is no foundation for the belief that "a large area will yield from 50 to 60 bushels to the acre." Some expected a yield of 40 bushels to the acre, but only got 25 to 30 instead. At least, our information from customers in the Palouse district is to that effect, and the local press confirms these assertions.

In the state of Oregon the same large expectations were indulged in on the eastern part of the state and along the Columbia River Valley, but the same conditions also prevail there as to the ratio of yield to expectation. An exception may be noted in the case of Umatilla County, which is a large producer, and where a very full crop is being harvested. On the other hand, the Willamette Valley records a comparative failure this season, the yield being barely one-half of an average one.

That part of Idaho which is contiguous to the state of Washington, the Latah and Clearwater district, is no doubt producing a very large crop to the acre, and will in the near future cut quite a figure in the wheat production of the North Pacific Coast. But the area is at present limited. As to the claim of 75 or 80 bushels to the acre, that is evidently one of the romances of the great Northwest. If grown anywhere it must be in the imagination of some Col. Sellers.

Your correspondent's estimate of forty million bushels for the state of Washington alone is clearly preposterous. Forty million bushels is quite a pile

of wheat for this part of the country. An estimate of forty million bushels for the states of Washington, Oregon and that part of Idaho which is tributary to Portland and the Puget Sound would be much less out of the way. Some good observers estimate the crop of the three states at less than that.

It is manifest that if your statisticians depend on the increased yield on these coasts to offset the loss in the Dakotas, they will have to revise their figures.

Sincerely yours,

THE MUTUAL WAREHOUSE CO.,

By C. Lombardi, Manager.

Portland, Ore., August 31.

Editor American Elevator and Grain Trade:—Since writing to you yesterday I came across another item in your issue of August 15 that needs correction. It is to the effect that "In Oregon the wheat yield is disappointing—not more than four million bushels." [See department of "Crop Conditions," sixth item in third column, page 77.—Ed.]

As a matter of fact, the Oregon crop is variously estimated at from fifteen to twenty million bushels—quite another story. The error of your reporter may have originated in centering his attention on the Willamette Valley, but that is not all of Oregon by a good deal.

As I said in my former letter, the crop in the Willamette Valley is comparatively a failure. It is estimated at 2,500,000 to 3,000,000 bushels. But on the Columbia River and in East Oregon the crop is good, though not quite up to expectation.

Sincerely yours,

THE MUTUAL WAREHOUSE CO.,

By C. Lombardi, Manager.

CLASSIFICATION STOPS WESTERN HAY SHIPMENTS.

Editor American Elevator and Grain Trade:—It is certainly a very great injustice to the Western hay shipper to reclassify hay to the fifth class, and it has almost made it prohibitive to move hay from the West in any large quantities and especially at this time. There is nothing coming at all in the shape of hay or straw from west of the Alleghany Mountains. We think the transportation companies cannot help but notice the great falling off in shipments of hay and we predict that the same condition of affairs will exist more or less during the entire season. We believe there will be a falling off in shipments from the West of at least 50 per cent, largely owing to the reclassification.

As an illustration, we are in receipt of quotations to-day from one of our "used-to-be" large shippers of hay and at the prices he quotes the hay would cost us say about \$1 per ton more than it would be worth in Philadelphia. With hay put back to the sixth class, which makes a difference we think of just \$1 per ton on the basis of the rates from Chicago to New York, it would about let this shipper enter this market.

One of the main reasons that we hay dealers give for keeping the classification as it was is that the value of a carload of hay, say on the present prices, would be not over \$150; a carload of wheat would amount possibly to \$700 to \$800. Now, why should a higher rate be charged on a commodity of so much less value? On the side of the transportation companies, they say that the number of pounds of hay loaded into a car is so much less than that of grain. This is all very true, but at the same time we do not think it sufficiently overbalances the difference in the valuation.

As to how the National Hay Association can have the old classification reinstated I am not in position to say. Our Association did considerable work in this direction in the winter and spring, but all of no avail. I feel quite sure that the National Hay Association will appreciate the support of the "American Elevator and Grain Trade" on this question. Of one thing you may rest assured, however, and that is, the hay trade as well as the National Hay Association do not propose to give up this fight, but in the fall the officers of the Association will, no doubt, take up the work again in earnest, and,

as I hope, with some success. It certainly would be justice to, I might say, the entire hay trade, both East and West, to have the old rates reestablished.

Yours truly,

E. L. ROGERS.

Philadelphia, Pa.

ADVOCATES NATIONAL INSPECTION OF HAY.

Editor American Elevator and Grain Trade:—There should be a national system of inspecting hay to protect both the shipper and the receiver. Just how to bring this about I do not know; but, in my judgment, if there could be a committee appointed from each hay producing state from the shippers and also a committee from the receivers in the large cities to establish a grade, and this grade should be adopted by the National Hay Dealers' Association, it would very much help the hay business.

As the matter stands now, New York City, Boston, Providence, and some other large receiving points do not abide by the National Grade, and it practically makes it a "dead letter;" and the shipper is now selling hay that he can sell for No. 1 in one market, but which will not go for No. 1 in another. As almost all of the western grain is handled and graded and is sold with certificate attached, if we had a National Grade we could have national inspectors whose decisions would be final as regards shipper and receiver.

I would like very much to see something done in this direction, and at the next National Hay Dealers' convention at Indianapolis have this matter brought to some satisfactory basis.

I would grade the hay, if I were making out the grades, in the following manner:

Choice or prime hay.—To be clear timothy of extra color, sound and well baled.

No. 1 Timothy hay.—To be clear timothy, good color, sound and well baled.

No. 2 Timothy hay.—To be timothy mixed with about one-fourth clover, good color, sound and well baled.

No. 3 Timothy hay or shipping hay.—To include all hay not good enough for other grades.

Clover mixed hay.—To be clover mixed with at least one-half timothy, good color, sound and well baled.

Clover hay.—To be medium clover, properly cured, sound and well baled.

Yours very truly,

CHARLES H. SPRINGER.

Moravia, N. Y.

MUST EDUCATE THE TRADE REGARDING GRADES.

Editor American Elevator and Grain Trade:—Should there be a national system of inspecting hay? The endeavor to answer this question was the cause for our organization coming into existence. The National Hay Association has been living and growing all these years since its birth at Cleveland, Ohio, seven years ago.

We have been trying all this time to have every town buying or shipping hay to use the uniform grade as provided for by our rules governing inspections. The greatest question now confronting us is, how shall we get buyer and seller together in their ideas of what the prescribed rules allow for each grade?

As I stated publicly on the floor before the convention in Baltimore, I find dealers in the same towns East and Southeast have their own opinions of their rights under the rules. What one party is pleased to use as No. 1 hay other dealers in the same town will reject. The only way that I can see for arriving at uniform inspections is for a committee (appointed by the president at each convention) to agree as to what shall constitute the different grades. Then there should be samples of the hay in some convenient room so that the visiting members shall have an opportunity of seeing the range allowed on the special grades, using what might be termed a liner on each grade. By this wise provision of the committee it would not take very long, in my judgment, to educate the trade and help them to understand what we are to give and take in our trades for certain grades of hay.

We may continue to hold our conventions in-

definitely without demonstrating our objects if we fail to give object lessons. We should have Indianapolis provide for us next September every grade of hay raised in the West, or so many of them as the wisdom of the committee may determine to be essential to the enlightenment of the trade.

As we are working now, I have furnished official certificate of grade for No. 1 timothy hay, attached to invoice, and the buyer declared it was not No. 1 under the rules, and especially if the market was a little depressed. This should not be so. An official certificate should be final until the inspector has been impeached and removed by the appointing power.

This question has never been taken up by the convention, but I think it the most vital question relating to our organization to-day. We should have the national system of inspecting and the national certificate should be valid wherever it is sent, at home or abroad. As to how to arrive at this, I would be glad to have suggestions from others.

Yours very truly, W. B. HARRISON.

St. Louis, Mo.

THE GENESIS OF MONIER TANK CONSTRUCTION.

Editor American Elevator and Grain Trade:—An article by Mr. H. P. Chapin in your issue of the 15th of August on the Peavey concrete grain storage tanks at Duluth, Minn., is quite misleading in some points, which I wish to see corrected.

In this article the credit for introducing cement or Monier bins in this country is given to Mr. C. H. Haglin of Minneapolis. The facts in the matter are, however, as follows: Mr. F. H. Peavey received bids for steel storage tanks during the month of May, 1897. At that time the writer went to Minneapolis and showed him a design of a cluster of Monier tanks, or so-called cement tanks, and remained there several days, making a number of estimates and plans, which were submitted to Mr. Peavey in the presence of Mr. Barnett and Mr. McQueen, of the Barnett & Record Company, for whom I, at that time, acted in the capacity of consulting engineer.

Mr. Peavey submitted the design to the well-known consulting engineer, Mr. Wm. De la Barre, who stated that while he was well acquainted with Monier constructions in general, he still considered the cement tanks in an experimental state. Mr. De la Barre suggested that Mr. Peavey first build one tank and test the same, and the cost of such tank was discussed. Mr. Peavey, however, changed his mind and did not build steel storage and told me that he would investigate the cement Monier tanks as proposed by me.

Later Mr. Peavey called at my office in Chicago, accompanied by Mr. Pettitt, of the Peavey Grain Company in this city, examined the photographs of an experimental tank built by the writer in the yards of the Illinois Steel Company at South Chicago, and received further information as to the comparative cost between cement tanks and wood, and finally, in the early part of August, 1899, I submitted to Mr. Peavey plans of a set of cluster tanks for Duluth, and was at that time shown a plan of an experimental tank designed by Mr. Wm. De la Barre to be built at St. Louis Park in Minneapolis.

I was introduced to Mr. Haglin, who was present at the meeting and I told them that the tank was entirely too heavy according to the proper calculations, and could be built twice its height with the proposed thickness of the walls. This statement was proven by the fact that Mr. Peavey since has built the tanks twice as high and found it satisfactory. For a single tank the absence of vertical rods would not prove of much consequence, although I pointed out the advisability of using such rods in a cluster of tanks. I was asked regarding the method of constructing these tanks and then submitted, for the inspection of the gentlemen present, photographs of the forms used by me in South Chicago, and plans for movable forms, for large tanks, and when objections were made to certain bolts running through the forms of the latter, the writer stated that this could be obviated by a clamp cen-

struction above the forms. This was later adopted and used by Mr. Haglin.

While Monier tanks have been built in Europe for a large number of years, monolithic cluster construction is entirely new and was first proposed by the writer, who was materially assisted by the practical experience of Mr. F. R. McQueen of the Barnett & Record Company, in making the design of connecting the tanks by short vertical walls, or otherwise, so as to form one monolithic structure, for which patents are now pending, and also in constructing the movable forms so important in Monier tank construction.

During the World's Fair, the writer read a paper on Monier Construction with particular reference to grain tanks, etc., before the Scandinavian Engineering Society of Chicago, and has since secured all the rights and privileges for the original Monier constructions for the United States. While Mr. Peavey deserves considerable credit for going into the enterprise of building concrete tanks on a large scale, as suggested by the writer of the article referred to, it is difficult to see why Mr. Haglin should be the recipient of particular credit as a pioneer in the introduction of the system.

Yours very truly,

E. LEE HEIDENREICH.

HAY RATE TOO HIGH.

Editor American Elevator and Grain Trade:—I heartily indorse the papers of Mr. Carley of New York and Mr. Warren of Saginaw, Mich., read at the hay convention in Baltimore. I think these gentlemen covered the matter fully. The rate is unquestionably too high, and I shall be glad to join in any movement to reduce it.

Very truly,

GEO. R. DABNEY.

Newport News, Va.

ST. LOUIS BUSY AGAIN.

St. Louis elevators are again doing business in view of the heavy receipts of grain, especially of new crop wheat, which in July and August were greater than for any similar period since 1887. In consequence of this activity at the elevators, a number of changes have occurred, among them the following:

On August 10 John E. Hall purchased of W. L. Green the entire stock issue of the Traders' Elevator. He will enlarge the property by adding a sacking department, increasing the capacity to 250,000 bushels.

The Exchange Elevator has come into the hands of Dayton & Wooster, and will be managed by John Dower, formerly supervising inspector of grain.

The East St. Louis Elevator of the United States Elevator & Grain Company is undergoing repairs.

"STILL HARPING."

Up to August 15 the amount of grain handled at Montreal during the present navigation season was 15,368,097 bushels, compared with 17,352,885 bushels for the same period of last year. This decrease of business has reawakened interest in that now somewhat trite subject, the Commers Syndicate, which not many months ago stood ready to turn the whole Northwestern grain transportation system up side down. Up to August 15, in spite of numerous fanfares, not a stroke of work had been done on the sites allotted to the syndicate; and the financial newspapers had begun to ask why, and also to inquire into the nature and whereabouts of the deposit made by Mr. Commers as a "guarantee of good faith."

Reference is made also to the fact that the Canada Atlantic, Parry Sound Route, is ready to improve one of the sites if Mr. Commers does not or cannot do so.

It has become certain that the patience of the trade is exhausted, and there seems now little disposition to grant Mr. Commers any more time in which to meet his agreements. This he asked for by telegraph on September 6, but a telegram from Montreal of the same date says that "confidence has been shaken in Mr. Commers, however, and

there is no disposition to dilly-dally with him any longer. An effort will be made to organize a Canadian company for the building of the elevators."

Meantime there is friction between the grain exporters and the Montreal Elevating Company, due to the fact that the company issues its bills of lading in manner and form not to the satisfaction of English and continental receivers, the amounts reading gross and not net weights after cleaning. The Canadians want bills that shall satisfy their foreign patrons.

W. B. HATCH.

Hustling is confined to no particular section of our country. It is a habit that pervades the entire American environment, which the normal organism can hardly avoid unless he goes about with sensory faculties sealed to the surrounding influences. W. B. Hatch was born, like so many other hustling city business men, on a farm, this particular farm being located in Iowa County, Wisconsin, and there he lived until he became twenty years of age. By this time he had had enough of the agricultural



W. B. HATCH.

environment as a steady thing, and in 1888 went to work in a grain warehouse. In 1889 he became buyer for Hodges & Hyde. In 1890 he went to Alpena, S. D., to buy for T. McMichael & Sons, for whom he worked for five years. In 1895 he began traveling, having secured a position with L. Bartlett & Son at Milwaukee, and solicited grain consignments for the firm for the succeeding five years. He is now traveling for the same purpose for the P. B. Mann Company of Minneapolis.

Mr. Hatch has the true Eli build. He is an excellent business man; active and untiring, he is also genial, whole-souled and sympathetic in manner, and being endowed by nature with the gift of savoir faire has cultivated the savoir vivre so that he not only makes friends nearly as fast as he makes acquaintances, but he is favored with the kind of friends that stick and make permanent patrons of the firm he represents.

THE NEW GREAT NORTHERN.

The new Great Northern Elevator at Superior, which is to hold 6,000,000 bushels of grain, is nearing completion. Its foundations are 128x370 feet, above which the iron and steel building will rise 230 feet. The bins will be 13½ feet square and 100 feet deep. This shape, of course, gives the greatest storage capacity obtainable in the space, but the form is an innovation in buildings of this type, the bins of which are round. Outside the

main elevator there will be, however, 30 round steel tanks, each 50 feet in diameter and 65 feet high. The cleaning machinery will be located on the first floor. The cupola is six stories high. All told, 20,000,000 pounds of steel will be used in the plant.

..Points and Figures..

The Indiana Corn Growers' Association exhibition will be held in connection with the regular Indiana state fair of this year.

Mr. C. C. Castle, the Warehouse Commissioner, up to September 1 had issued nearly three hundred licenses for elevators and grain houses in Manitoba. In all of these cases the bonds prescribed by law have been taken out, being negotiated through approved guarantee companies.

Grain dealers operating at Winona, Minn., handled 19,845,245 bushels of grain for the year ended July 31, 1900, consisting of wheat, 8,441,659 bushels; barley, 4,917,681 bushels; corn, 2,542,625 bushels; oats, 3,339,052 bushels. Ten companies are represented which control some 200 elevators, with a total storage capacity of 5,300,000 bushels.

With a number of Buffalo's elevators closed and empty, it is said there are not less than a million bushels of grain stored in canal boats in Erie Basin, in care of the New York Central Railroad. This sort of storage costs \$2.50 per day for 8,000 bushels, while in the elevator it costs but \$2. Add to this the danger from heating, with no facilities on the boats to handle hot grain, and the cost of wetting down the decks to prevent undue shrinkage, with danger of wetting the grain through leaky decks, and the mystery of using the canal boat as a storehouse "thickens." The same phenomenon occurs at New York, where four boats have been held with grain for the Lehigh; but there is a controversy as to the disposition of this grain, some of which is damaged.

The leader of the "bull" campaign in September corn fell asleep in one of the "millionaire" chairs on 'change the other day. The sight of the big man, who is a suburban alderman when off duty on the board, lost in peaceful slumber, attracted the attention of a number of traders, who quickly gathered around his chair. Someone in the crowd said he would give 40 cents for September corn and the fun commenced. The impromptu market soon took on the appearance of reality. Fictitious bids were made on all sides, while one trader in a voice louder than the rest said he would give 50 cents for September corn. At this the corn man awoke with a start. "Sell tif—" but just then he took in the situation. "Never mind, boys," he added with a smile, "I dreamed it was selling for 50 cents." And someone called out, "I wonder if dreams come true."—Chicago News.

Two members of the cabinet were discussing the situation in China. One of them said that now the legationiers had been rescued it looked as if the Christian powers were tired of standing by one another in the work of averting a great tragedy and were determined to go in and see how much they could make out of the disorder. "The situation reminds me of an old story," said the other. "When Lincoln was assassinated the late Benjamin P. Hutchinson, 'Old Hutch,' was leader on the Board of Trade. Everyone wanted to know what 'Hutch' was doing, and many operators made a specialty of guessing what he was up to and then trailing after him. Among the most expert of these was a clever, shrewd trader named Moses Bloom. When the news came of the death of Lincoln there was crushing sorrow in Chicago. Meetings were held and bells tolled, and when men met on the street they shed tears. Hutchinson and Bloom happened to come together near the Board of Trade. 'Oh, Mr. Hutchinson,' said Bloom, in a sad voice, 'this is most awful news, most awful! It makes mine heart as heavy as lead. I can think of nothing but this great national calamity. What do you think the price of wheat will be to-morrow?'—Walter Wellman, in Times-Herald.

ANNUAL CONVENTION OF THE NATIONAL HAY ASSOCIATION.

The seventh annual convention of the National Hay Association was held in Raine's Hall, Baltimore, Md., August 14, 15 and 16.

President James W. Sale of Bluffton, Ind., called the meeting to order at 10 a. m. and after an offer of prayer by the Rev. J. K. Cooke of Grace P. E. Church, Acting Mayor W. Starr Gephart made an address of welcome, in which he extended to the visiting delegates the hospitality of the city of Baltimore. The response was made by the Rev. Edward Collins of Detroit, Mich., an honorary member of the Association.

J. Hume Smith, president of the Baltimore Chamber of Commerce, in welcoming the visiting dealers in behalf of that institution, said in part:

Only a few years ago this country did not hold as high a place in the production of oats, there being no outlet for the surplus other than that afforded by local demand, but American ingenuity provided the clipper, increased weight was secured with a decrease in bulk. Exports went from 624,226 bushels in 1889 to 69,130,288 bushels in 1898. The combination of oats and heavy grain has proven most beneficial in cargoes. We are leading the world in the production of oats, because a market has been found for our surplus. Why may not this history be repeated with hay? With a machine that will pack the utmost weight of hay in a minimum of space, so that the package may compete in weight with flour and other products, the ocean carrier will encourage the movement, and we should see such an impetus given to the trade as to insure a constant and continuous shipment, so that no steamer should depart from our shores without a quantity of hay in the enumeration of her cargo. Other countries ship hay and there is a constant demand for it, and your Association should aim to place our country in the lead in your particular traffic, and not suffer her to play second fiddle to Canada, or, indeed, any other nation. An export demand will absorb your surplus, encourage increased production, stimulate local trade and bring prosperity in fullness and plenty.

L. S. McKallip, president of the Pittsburg Grain and Flour Exchange, responded to Mr. Smith.

President Sale read his annual report, which showed that on August 1 the Association was represented in twenty-five states, the total membership being 588. It stated that the past year had been a trying one for hay men on account of the reclassification of hay as regards to freight rates. As one of the important features the report also recommended a national system of inspecting hay and alluded to the fact that the Association had been influential in establishing the uniform system of grading now prevailing at nearly all eastern markets.

Mr. Sale also spoke in eulogy of John J. McCaffrey of Pittsburg, Pa., a prominent member of the Association, who died March 23.

The report of the Board of Directors was read, which recommended the appointment of a committee to revise and suggest amendments to the constitution and by-laws; a committee of appeals, of which the retiring president should be chairman; committee on membership in the National Board of Trade, and some means to be devised by which representatives of the National Hay Association might be sent to the meetings of that body.

The report was received and filed.

President Sale announced the following committee on credentials: Franklin L. Lewis, chairman; C. C. Zimmerman, Willis Bullock, G. A. Hax, W. A. McCaffrey.

The convention adjourned.

AFTERNOON SESSION.

The afternoon session was largely taken up with the reports of standing committees. President Sale announced the following committees: On nominations—E. L. Rogers, Philadelphia, chairman; John D. Carscallan, Jersey City; Charles England, Baltimore; L. S. McKallip, Pittsburg; L. W. Dewey, Blanchester, Ohio; William H. Moorehead, Chicago; W. H. Karns, St. Louis.

Resolutions—F. Diebel, St. Louis, chairman; W. O. Hallett, New York; J. V. Ferguson, New Orleans; L. B. Daniel, Ohio; George S. Bridge, Chicago; C. R. Tomlinson, Virginia; L. G. Holmes, Indiana.

Rules—H. W. Benedict, Louisiana, chairman; J. L. Dexter, Michigan; F. W. Voris, Illinois; H. H. Fisher, Illinois; John B. Daish, Washington; P. W. Pitt, Maryland.

Place of Meeting—A. E. Clutter, Ohio; J. A. Heath, Michigan; John Mulally, Missouri; C. E. Nichols, Indiana; R. H. Peterson, Illinois; E. A. Dillenback, New York; John B. Yaeger, Pennsylvania.

The report of the eastern committee on transportation was read by W. H. Curley of New York. It stated that the reclassification had caused the rate on hay from Chicago to New York to advance \$1 per ton. The committee had tried to secure a reduction to the old rate and had prepared an argument to be presented to the classification committee, in which the latter would be requested to rescind its action in advancing hay to the fifth class.

Following the committees on legislation, arbitration and investigation and grades, the report of the secretary and treasurer was read, showing receipts for the past year of \$1,642.74, with disbursements of \$1,355.57, leaving a balance of \$287.17.

Cyrus H. Bates of Boston read an interesting paper on "Evolution of Business Methods Regarding



GEO. C. WARREN, PRESIDENT N. H. ASSOCIATION.

ing Shippers and Receivers," which brought forth considerable discussion from delegates.

An adjournment was taken to meet the following morning at 10 o'clock.

WEDNESDAY MORNING.

The reading of the report of the Western Transportation Committee was the first business of the morning session. The report, as that of the eastern committee, dealt entirely with the reclassification of hay. The committee, although it had been able to do nothing toward having the rate reduced, had devoted all its time to securing the evidence of the harm which the reclassification had done to the hay trade.

H. S. Grimes, Portsmouth, Ohio, read a paper on "How to Get an Accurate Government Report Upon Grain and Farm Products."

William R. Tucker, Philadelphia, secretary of the National Board of Trade, read a paper on "Other National Organizations." Mr. Tucker stated that if the National Hay Association wished to be associated with the work of the National Board of Trade its representatives would be welcome at the meeting of the Board, which were held in Washington every January.

On motion of John B. Daish of Washington a committee of ten was appointed to consider the matter.

A. E. Clutter of Lima, Ohio, offered a resolution indorsing the action of the Chicago Board in its fight on bucket shops. It was unanimously adopted.

A paper was read upon the subject, "The Na-

tional Hay Grades vs. New York," by J. D. Carscallan of Jersey City, N. J.

E. L. Rogers of Philadelphia read a paper on "Commission Merchants' Relation to Shippers." It appears elsewhere in this issue.

As chairman of the committee on nominations, E. L. Rogers read the following report: For president, George C. Warren, Saginaw, Mich.; first vice-president, J. W. Dusenbury, New York; second vice-president, George S. Bridge, Chicago; secretary and treasurer, R. H. Peterson, Chicago.

For directors—F. Diebel, St. Louis; F. D. Voris, Neoga, Ill.; D. E. Goodwin, Winchester, Ind.; John L. Dexter, Detroit; W. G. Bishop, Baltimore; F. F. Collins, Cincinnati; Peter Keil, Pittsburg; A. E. Clutter, Lima, Ohio; Charles H. Springer, Moravia, N. Y.; J. A. Heath, Lennox, Mich.; E. L. Rogers, Philadelphia.

Upon motion of E. A. Dillenbeck the report was made the special order for the following morning, at which time it was unanimously adopted.

The meeting adjourned to visit Annapolis on the steamer Louise.

THURSDAY MORNING.

The final session of the seventh annual meeting was called to order by the President at 10 a. m. The first hour was given up to the reading and discussion of papers. Edward A. Mosely, secretary of the Interstate Commerce Commission, read a paper on "The Interstate Commerce Law."

The report of W. H. Benedict, chairman of the Committee on Rules, recommended changing the rule admitting members; to elect a vice-president from every state having representation in the Association; to have the secretary and treasurer a bonded officer; to have seven of the fourteen directors elected annually with a tenure of office of two years; to change the date of the convention to the second week in September.

The report was adopted.

George C. Warren, Saginaw, Mich., read a paper on "The Freight Classification." The paper brought out the fact that American railroads discriminated against hay, and that as a consequence the Canadian trunk lines were enabled to import it to this country cheaply.

Upon the recommendation of the committee on place of meeting, Indianapolis, Ind., was selected for the meeting place in 1901.

After adopting resolutions of thanks to Secretary of the Navy Long for courtesies extended at the Naval Academy; to W. Starr Gephart, Comptroller Joshua W. Hering, Chamber of Commerce and others who had helped in making the meeting a success, the convention adjourned.

GATHERED STRAWS.

Daniel P. Byrne & Co. of St. Louis, Mo., were represented by W. H. Karns.

The "American Elevator and Grain Trade" was represented by John E. Bacon.

W. A. Rundell & Co. of Toledo, Ohio, were represented by F. W. Rundell and Harry Cuddeback.

A number of the delegates visited Washington after the close of the meeting, and incidentally paid a visit to President McKinley.

W. A. McCaffrey, representing Daniel McCaffrey's Sons, Pittsburg, Pa., presented the dealers with handsome souvenirs in the shape of match safes.

Useful souvenirs in the form of leather purses were presented the dealers by W. B. McCardell & Co. of Baltimore, and G. A. Hax & Co., Baltimore, distributed match safes among the delegates.

The various local committees of Baltimore deserved much credit for their share in making a successful meeting. The General Committee, composed of the chairmen of special committees, was: J. Hume Smith, chairman; W. F. Wheatley, secretary; James J. Corner, Charles England, William Hopps, W. R. Hammond.

On Tuesday evening the delegates were taken by special cars to Electric Park, where they were entertained by a program of music and vaudeville, with other features prepared for their especial benefit. The gentlemen of the party were given, as souvenirs of the trip, clay pipes, the bowl of

which was molded in the form of a bale of hay and stamped with the trademark of the National Hay Association.

Charles England, chairman of the committee on arrangements, was presented by his associates on the committee with a pair of fire gilt candelabra and a handsome clock of the same material shortly after the adjournment of the convention, as a testimonial of their appreciation of his efforts, which contributed so much to the success of the meeting.

The badge of the seventh annual meeting was a novelty in convention badges, and made a very handsome ornament. It was an alloy of silver, the first plate being the coat of arms of Maryland. Attached to this was the well-known trademark of the Association, and pendant from this by its tail was one of Maryland's famous diamond-backed ter-rapins.

The steamer Louise carried nearly all the delegates and their friends down Patapsco River and Chesapeake Bay to Annapolis on Wednesday afternoon. The start was made at 1:30. Forts McHenry and Carroll were among the most interesting sights on the down trip, and arriving at Annapolis the excursionists spent two hours visiting the Naval Academy buildings and grounds, the statehouse and other points of interest. They also inspected the torpedo boat Gloucester and gunboat Puritan. A very elaborate supper was served on the return trip. The menu cards were in the form of a swell souvenir booklet and read: "Pro-vender for ye Jolly Hayseeds after ye memorable escape from ye Ancient City of Annapolis ye 15th day 8th month Anno Domini '00." Some of the choice bits on the card were Choice Timothy Hay, No. 1 Cut Hay, Classification No. 20, Commodity Rates, Red Top and Wild Grass. A few pages were reserved in the rear of the booklet for autographs of friends. The boat arrived at Baltimore at 10:30, all tired but well pleased with the trip.

Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Purchaser of Land on Foreclosure Gets the Growing Crop.

Old and simple may be considered by some the question who gets the crop planted on mortgaged premises which are sold before the crop is severed from the soil, when the one who planted it has given a bill of sale of it to a third party. Nevertheless, it has been decided in opposite ways by the courts of different states. Besides, it seems to have been raised for the first time before the Court of Appeals of Maryland in the late case of Wootton against White, 44 Atlantic Reporter, 1026. This gives an added interest to the decision of that court.

The general rule of the common law is that growing crops form a part of the real estate to which they are attached and from which they draw nourishment, and unless there has been a severance of them from the land, they follow the title thereto. But in this case the mortgagor before the foreclosure gave a bill of sale of the crop to a third party whom he owed. Thus was presented the question whether a mortgagor may by a bill of sale constructively sever a growing crop so as to prevent it from passing to a purchaser under a foreclosure sale when the sale of the land is made before the crop is actually cut therefrom. That he may effectually part with the title to a growing crop so as to preclude a subsequent mortgage from attaching to it, the court concedes. But the question actually presented it answers in the negative. It holds that, owing to the relation existing between mortgagor and mortgagee in Maryland, the former cannot, before an actual severance of a growing crop, by the execution of a bill of sale, defeat the right of the mortgagee of the land to sell the crop on a foreclosure or of the purchaser at such a sale to claim the crop.

There is no hardship, the court thinks, in this. If the mortgagor goes on and makes preparation for a crop, he does it with a full knowledge that

the land with the crop is subject to be sold if the sale takes place before he severs it. Nor does he lose anything by this, for the crop on the land enhances the price. If by this increase the debt be overpaid, he gets the surplus. If not, still the full value of his labor goes, as he had agreed it should go, to the payment of the debt secured by the mortgage.

Restated in another way, the court holds that one who purchases, under a bill of sale or otherwise, a growing crop from a mortgagor takes the risk of being deprived of the crop if the mortgage should be foreclosed and the land should be sold under the mortgage before the crop has matured and been actually severed from the soil.

Damages for Breach of Contract Not to Re-engage in Business.

A dealer in grain, etc., sued the man from whom he bought his warehouse, the fixtures therein and the good-will of his business, for damages for breach of contract not to re-engage in business at that place for five years. At the trial he called nine witnesses, by whom he proved that the party sued had purchased from them the commodities he had agreed not to deal in. But he was not permitted to prove by them the quantity so purchased nor the sum paid therefor. Nor was he allowed to call fifty other witnesses, whose attendance he had procured, to testify in relation to the quantity or value of such commodities sold by them to such party in the forbidden territory. This testimony was rejected on the ground that it would only tend to prove special damages, and the dealer suing not having alleged that he sustained any loss of that character, such testimony was inadmissible under his allegation of damages. The result was a judgment for only \$1. And this the Supreme Court of Oregon has affirmed. (Case of Dose against Tooze, 60 Pacific Reporter, 380.)

General damages, the Supreme Court explains, are such as a party necessarily sustains from the wrong of which he complains and such as the law presumes would inevitably result from the act or omission of the adverse party causing the injury and are recoverable under an averment in the complaint of pecuniary loss without their particular nature being stated. Special damages, however, do not necessarily result from the wrongful act or omission of the adverse party, but are such as may flow from them as a natural and proximate or immediate consequence, caused by his negligence or design, and as the law does not presume that such an effect will inevitably follow, it is incumbent upon the party suing to allege specifically in the complaint the facts constituting his special damages in order that the adverse party may have notice thereof and be prepared for trial. The quantity of the various commodities purchased by the party sued, and the prices paid therefor, the court goes on to say, might have formed a basis for estimating the profits accruing or the losses sustained by violating his agreement; but as such profits or losses did not constitute an element of the loss of the party suing, nor measure the extent of his damages, no error was committed in rejecting testimony on that subject. On the other hand, it says that in actions of this character the party suing seeks indemnity for the injury he has sustained, and he is entitled to be compensated therefor, notwithstanding the party sued may also have sustained loss by the very competition which he has inaugurated.

Nor does the court think that the trial judge erred in refusing to instruct the jury that if they found from the evidence that the party sued had violated his agreement, the dealer suing was entitled to recover the difference between the price he had paid for the warehouse and fixtures and the actual reasonable value thereof and also in addition there-to such other damages as the jury might be satisfied he had sustained. It says that if that instruction had been given it would have permitted the jury to make a new contract for the parties by ascertaining the reasonable value of the property at the time of the purchase, when no agreement had been reached in that respect, and would have permitted them to treat the difference between what

they concluded was that value and the consideration paid as liquidated or settled damages, without any stipulation in the contract to that effect.

It also appeared in this case that the party sued had loaned money to and at different times performed service for a company that was a business rival of the dealer suing. However, the judge refused to instruct the jury that such loan and service constituted a breach of the agreement, but charged in effect that the party sued had a right to loan money to a business rival and act as its servant, if he had no interest in and derived no profit from such business, but that the loan and service were circumstances from which the jury might determine the relation existing between the party sued and such business rival. Under the instruction given the jury were at liberty, the Supreme Court says, to find that the party sued had a design to be interested in the business of the rival company, so as to bring his knowledge, skill and experience in competition with the dealer suing, in violation of his agreement, and the jury having been properly charged in this respect, no error, it holds, was committed in refusing to give the instruction requested.

Constitutionality of Law Giving Lien on One Man's Property for Inspecting Another's.

There is almost as much to interest the grain dealer in one point in the case of the Lindsay & Phelps Company against Mullen and the state of Minnesota (20 Supreme Court Reporter, 325), as if the subject matter had been wheat instead of logs. The case was taken to the Supreme Court of the United States to review a decision sustaining a lien under a Minnesota law for the surveying and scaling of all logs in a certain boom. This company contended among other things that its logs had been wrongfully seized by the surveyor-general under a claim of a lien for services rendered in inspecting and scaling logs other than its own as well as its own. Thus was presented what the Supreme Court itself characterizes as an important question, namely, whether the logs of one party could be subjected to a lien for surveying and scaling, not only his own logs but also for surveying and scaling logs belonging to other parties. It says that the statement naturally suggests a negative answer; and ordinarily it may be affirmed that no man's property can be subject to a lien for services rendered upon some other man's property. And yet under the circumstances, the court says it is constrained to hold that the lien was good and must be enforced for the entire amount claimed.

It does this upon the proposition that for the purposes of a lien a boom company must be considered, in a qualified sense, the owner of all logs that it takes into its possession. It declares that it cannot be said that there is in the nature of things such an inseparable connection between services rendered and the thing upon which the services are rendered that a lien for the former can only be enforced upon the latter or even that such lien must be limited to the owner of the latter, for it is within the discretion of the legislature to determine whether, considering all the circumstances, the use of a given instrumentality shall not subject the party seeking that use to a lien upon his property for all the services rendered by the state to the instrumentality.

Take the ordinary case of a warehouse for the receipt and discharge of grain. Can it be that the lien for the services of a state inspector must necessarily attach separately, and only separately, to each bushel of grain delivered to and received therefrom? Is it not within the competency of the legislative power to declare that the owner of the elevator, like the owner of a boom, stands, as to all property received into it, as pro tanto, or, for so much, an owner, and to give any official charged with the duty of inspection a lien upon any and all of the property thus received for his services in the matter of inspection, especially when it gives to the owner of the elevator, or the boom, a lien upon the property placed in his possession for all services, charges and expenses? The Supreme Court answers that it is of the opinion that it is within the power of the legislature to so provide.

IN THE COURTS

J. A. Minckler, of the grain firm of Shepherd, Minckler & Co. of Minneapolis, which was suspended by the Chamber of Commerce last June for "uncommercial conduct," has applied to the District Court for a writ of mandamus to compel the Chamber to reinstate him.

W. J. Hawk of Buffalo, Minn., has begun suit at Fargo against the Van Dusen-Harrington Co. of Minneapolis to recover \$1,944.77 alleged to be due on a wheat speculation. Hawk claims to have bought options during the recent flurry and to have made \$3,644.77, of which he says he has been paid only \$1,700. The company makes a counter claim against Hawk for \$3,000, and says even the \$1,700 was paid him by mistake.

Caroline W. Davison, an heir of the late William Wells, has brought suit for a partition or sale of the elevator and dockage property at the foot of Washington Street, Buffalo, N. Y., known as the Wells Elevator. The elevator was originally owned by William G. Fargo and was sold by him in 1872 to Chandler J. and William Wells. Both of the purchasers died many years ago, and several of their heirs have also since died.

A Buffalo judge has decided that the Western Elevating Association need not produce its books and association contract in the case of Kellogg against the Association. An inspection of the Association's books was asked by Kellogg to substantiate the allegations and complaints made in the general action for damages; but the judge denies this permission on the ground that an accused person is not bound to give testimony that may tend to incriminate himself.

Another new trial has been granted by the Supreme Court of North Dakota in the case of E. S. Kneeland vs. the Great Northern Elevator Company. Kneeland was a wheat buyer at Hillsboro, and shipped the wheat to Duluth. His grain was docked, and the loss was something like \$95. He began suit to recover. The case was started five years ago and has been to the Supreme Court five times. Kneeland won in each case, and the elevator company has always been able to get a new trial on a technicality.

Robbins & Warner, Minneapolis grain dealers, have been made defendants in suits brought by Lucius P. Doliff, Echo, Minn., and F. Carnal, Goodhue County, for the alleged misappropriation of 5,000 bushels of grain. The former alleges that he deposited 4,000 bushels of wheat in the defendant's elevators, and claims he has been unable to have it delivered to him or obtain the value of the storage tickets. In the other instance Mr. Carnal claims to have had a similar experience, and contends he has lost 1,800 bushels of oats.

Spencer Kellogg & Co. of Buffalo have begun an action against the Western Elevating Association and the Lehigh Valley, Erie, West Shore, New York Central and Delaware & Lackawanna railroads for \$100,000, alleging a conspiracy to injure their elevator and freeze them out of a large amount of business which they would have had this year. They say that the legal rate of elevating grain at Buffalo and transferring it to cars is $\frac{3}{8}$ of a cent a bushel, including 10 days' storage, but they say the prevailing rate does not exceed $\frac{1}{2}$ cent a bushel; that the railroads made contracts with the Association to pay $\frac{1}{2}$ cent a bushel on every bushel of grain entering the port of Buffalo this season, that would be shipped over their lines. The plaintiffs say before the opening of the present season they had made contracts for the transfer of about 20,000,000 bushels of grain, but the Association in its alleged conspiracy with the defendant railroads charged all their Eastern customers not only the regular freight rates, but in addition the $\frac{1}{2}$ cent per bushel which they had agreed to pay the Association. On account of this alleged discrimination, the Kelloggs say their customers were obliged to pay $\frac{1}{2}$ cent a bushel more than other Eastern consignees whose grain was elevated through the elevators owned by the Association or pool and shipped over the same

railroads, and as a consequence they lost trade to their damage in the sum of \$100,000.

H. Newton Christy, grain merchant of Cincinnati, has sued the Cincinnati Elevator Company for \$5,856.44—\$5,000 being asked as damages for failure of the elevator company to elevate grain for the plaintiff, \$160 for the storage of paper in warehouses alleged to be leased by the plaintiff, \$637.55 alleged to be due for shortage on carloads of oats and hay, and \$68.89, the cost of elevating the grain by hand. The plaintiff alleges that the contract entered into by him with the elevator company and the C. H. & D. Railroad Company, which owns a part of the property, was never signed because of the absence of the contracting agent for the above company; that he carried on his business there until June 11, 1900, when the elevator company refused to elevate any more grain for him, and caused him to be put to the expense and damage alleged.

THE GRAIN REGISTRY OFFICE INVESTIGATION.

The report of Governor Tanner's committee to investigate the grain office scandal, created by the non-cancellation of grain receipts on the removal of grain from the Indiana Elevator, commonly known as the Lloyd J. Smith scandal, made its report on August 15. The report sharply criticizes the management of the grain registry office, as well as Grain Registrar Hogan and Lloyd J. Smith, late manager of the Chicago Elevator Company, personally. It holds Smith, as manager of the Chicago Elevator Company, responsible for the removal of grain from the Indiana Elevator at Chicago without cancellation of the warehouse receipts, and censures Hogan for permitting such irregularities.

Referring generally to the condition of the grain registry office, the report says:

"Owing to the faulty and unbusinesslike practice of the registrar's office of always canceling the oldest shipment and of keeping no memorandum of the date when the receipt therefor was canceled, it is impossible to determine from the registrar's books when this shortage in cancellation commenced. It appears, however, from the evidence taken by us that there was a very considerable shortage in cancellations in the year 1897, which was made up only after the registrar's office reported to the president of the Board of Trade.

"January 13, 1900, the fact of non-cancellation—the subject of the present investigation—was brought to the knowledge of the Board of Railroad and Warehouse Commissioners.

"It appears that a very considerable quantity of grain was shipped out of the Indiana Elevator, one of the elevators of the Chicago Elevator Company, between the 13th and 24th of January, 1900, the receipts for which were not canceled. Charles Twadell knew of these shortages, as he testified before the investigating committee."

After reciting the two sections relative to the shipping of grain without canceling the receipts and marking them, as the greatest possible security against fraud, the report reads:

"Your committee finds that the foregoing sections taken from the statutes of Illinois were in full force and effect when the failure of cancellation hereinbefore set forth occurred. It was the duty of the Board of Railroad and Warehouse Commissioners and the registrar appointed by them to enforce the laws of this state. It is claimed by the commissioners and the registrar in their own behalf that Section 5 of the act of 1873 hereinbefore mentioned has never heretofore been carried into effect, and the report made by the registrar in 1873, incorporated in the report of the Railroad and Warehouse Commissioners for that year, recommended the repeal of that section as impracticable, and the report of the registrar made in 1876 stated that the law had substantially become a dead letter. Since the shortage in cancellations of receipts on the part of the Chicago Elevator Company was made public, however, Section 5 has been regularly enforced against all elevators in Chicago, without any complaint from warehousemen or shippers.

"This section in reference to cancellation is the one giving the greatest protection against fraud. The Board of Railroad and Warehouse Commissioners should have enforced that law as it stood upon the statute books. No public officer has a right to assume that a law is impracticable nor acquiesce in its not being enforced on account of the inconvenience resulting to someone. So long as it stands there it must be enforced, no matter what its operation may be.

"The individual members of the Board of Railroad and Warehouse Commissioners each disclaims any actual knowledge of the shortage on the part of the Indiana Elevator prior to or about January 13, 1900. The fact remains that had they enforced the law as provided by the statutes or had they made such personal investigation of the registrar's office as good business judgment would require, the previous shortages would have been discovered and the present one avoided.

"Daniel Hogan, state grain registrar, was personally responsible for the workings of his office. Upon his appointment he was instructed to enforce the law. He admits that he knew the law. He should have seen that it was rightly enforced. If he had done his full duty he would not have permitted the law of 1873, requiring cancellation of receipts, to have gone unenforced without protest to the Board of Railroad and Warehouse Commissioners, his superior officers.

"It is no sufficient excuse for the registrar to say that he did not enforce the law because his predecessors had disregarded it. It would seem that the matter of shortages was common talk among the clerks of the registrar's office. It was known to every clerk, and while it is true the chief clerk did not report it to the registrar, yet an examination of the books would have revealed it."

As to the future, the committee makes the following recommendations of reform:

"1. That the office of registrar be divorced entirely from politics and the office be filled by an appointee recommended jointly by the president of the Board of Trade and the president of the Clearing House Association. The registrar should be placed under \$100,000 bonds and paid a salary commensurate with his duties.

"2. Every clerk in the office of the registrar should be placed under bonds for the performance of his duties.

"3. An act should be passed by the Legislature to render all clerks, bookkeepers and employees of the registrar's office liable to fine or imprisonment for violation of the cancellation laws or failure to report any violation of which they are aware.

"4. The system of bookkeeping in the registrar's office should be changed to adopt the system of the Audit Company.

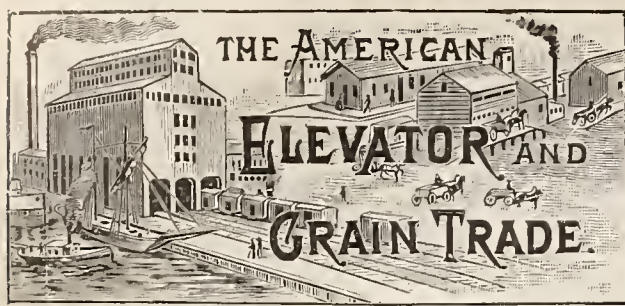
"5. No grain should be sent out of an elevator without the inspector receiving the canceled receipts."

The tax assessors at Superior, Wis., seem to be trying to kill the elevator business there by exorbitant assessments compared with assessments across the bay.

A committee from the House of Representatives of Congress made an examination of the Chicago and Calumet, South Chicago, harbors during July to obtain data for recommendations for future appropriations in their aid.

The inspector's report for the year ended June 30 shows the following inspections: Tacoma, cars—oats, 178; wheat, 5,336; barley, 161; Seattle, cars—oats, 210; wheat, 3,495; barley, 335; Spokane, cars—oats, 227; wheat, 1,809; barley, 61. The wheat averaged 754 bushels to the car; oats and barley 600 bushels each.

Certain cereals are cultivated by the Chinese on the headwaters of the Yangtse River at an elevation of 13,000 feet above the level of the sea. They grow wheat there in some places at an altitude of 12,000 feet, whereas in this country very little can be raised at an elevation of 8,000 feet, and that is in Arizona, where it is very warm. But the real test of the ability of the Chinese in this direction is afforded by a comparison of cereal elevations with the timber line. They raise wheat within 1,500 feet of the timber line on the plateau of Turkestan, while in Arizona our timber line is 4,500 feet above the wheat. A timber line furnishes a very definite basis of climatic measurement the world over, just as the sea does for the measurement of altitude, says the Boston Transcript. One thousand feet below the timber line in Arizona would mean substantially the same temperature as 1,000 feet below the timber line in New England and so when we say that the Chinese raise wheat within 1,500 feet of that line, we mean that they have developed a strain which is far more resisting of cold and drouth than anything that we have in Europe or North America. Their civilization is so much older than ours that the gradual development of these strains has been brought about, and we could to advantage bring some of them into use here.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., SEPTEMBER 15, 1900.

Official Paper of the Illinois Grain Dealers' Association.

The Supreme Court of South Dakota has sustained the judgment of the lower court that elevator owners shall be personally taxed on the amounts of grain actually in store in their houses at the date the annual assessment for taxation is made. In the case adjudicated the grain in the elevator was the property of a non-resident, and not of the elevator owner, but that fact had no weight with the court.

The stereotyped announcement that "rates are advanced" was made September 6, "effective immediately." This is as expected about the ides of the month now as is the regular crop report. Sometimes it comes from traffic managers and sometimes from the presidents; sometimes with "frills" and sometimes without. The last instructions were accompanied by the threat to employees that they "must maintain freight rates or men would be found to take their places who would be able to do so." So now look out for capital amputations.

Some Kansas City grain men, in view of the Chicago Board's determined fight to control the use of its own market quotations, are credited with the "belief that with concerted action they can throw Chicago overboard and go it alone," as a local paper puts it. Very likely, if that sort of "going" suits the crowd, and, judging from certain legal decisions on quotations emanating from Kansas City courts, almost anything seems to go down there. But right now John Breidenthal says E. J. Smiley of Topeka is a considerably bigger man than the whole Kansas City Board of Trade, and we guess he is. These grain men, then, who "sorter think they're the whole thing" and

want to go off to play by themselves had better ask Smiley about it first.

The new elevator act of Canada is now in operation, and about 300 elevator licenses had been issued by the commissioner in Manitoba up to September 1. The act requires that all grain storage places, whether elevators or flat houses, shall take out licenses and execute bonds with the public guarantee companies as sureties to protect farmers from loss on warehouse receipts and the irregularities of trading, such as illegal and excessive dockage, false weights, etc., as well as an elaborate system of bookkeeping to facilitate official inspection of the elevators' business. This is all very well as a means for rooting out adventurers, but—Well, in Canada last winter parliament seems to have gone on the jaundiced farmer's assumption that all grain buyers are thieves anyway, and made a law to fit that view of the case.

THE GRAIN SCANDAL INVESTIGATION.

The report of Governor Tanner's special committee, appointed to investigate the warehouse receipt scandal, was made public shortly after our last issue and is presented substantially on another page. The investigation was thorough, and those who expected a report that would whitewash or exonerate were certainly disappointed. The committee shielded nobody and its recommendations were directed to those points in the system and practice which made it possible for such abuses to occur.

The committee felt no call to institute an inquiry as to who profited by the conversion of 800,000 bushels of grain while the receipts remained in the hands of a banker as collateral. Such an inquiry was clearly outside its scope, though the committee clearly indicated where it thought the culpability lay. The reforms suggested are such as meet the approval of the business community. The actual point is that the office of registrar should not be a political job. With an official appointed with sole reference to fitness and capacity, all such matters as the bonding of the clerks, the system of bookkeeping and the depositing the canceled receipts with the inspector, would be merely accompaniments of a correct business-like policy.

Without going over the ground covered by the report, it is a curious commentary on the looseness so habitual with us in enforcing laws that the section of the warehouse law requiring the cancellation of receipts had been a dead letter, so far as its enforcement was concerned, for a quarter of a century. The trade found it inconvenient to always surrender the receipts before shipping out the grain, and the practice of requiring it was discontinued. That no advantage was taken of this laxness until the present scandal occurred is a testimony to high character of the trade in general. But it was absolutely certain that time would develop such a case. The opportunity was always there; it was simply waiting for circumstances and temptation to lead somebody to embrace it.

It is worthy of comment that the enforce-

ment of the law since the discovery of the shortage in the Chicago Elevator Co.'s grain has not imposed any hardship on the trade. Even if the contrary were true, it is far better to submit to annoyance than to discredit the character of the receipts upon which tens of millions of dollars are loaned annually. The warehouse receipt is the basis of the grain trade and it must be above suspicion, as the law intended it should be.

DRYING GRAIN AT BUFFALO.

Buffalo has some 600,000 bushels of wet grain going through the driers, and the town is suffused with "a great mass" of bad smell. This has caused complaint, of course. It has come to this pass, that it is now a question whether the wet grain shall be saved by drying, with the smell, or be left to rot where it lies in the elevator ruins, also with the smell. For even the health office concedes that if the grain is not artificially dried, "to stop the smell we would have to move the grain into the country, and that would not be allowed by the people living there."

Most of the drying at Buffalo is done in malt kilns, which are not designed primarily for that kind of work; but even so, it is a question whether their offensiveness exceeds that which would be incidental to the removal and destruction of the damaged grain. With driers constructed for the sole purpose of handling grain of this character, it is probable the offensive character of the business can be removed or it made tolerable. Buffalo naturally now clamors, between gasps for a clean breath of air, for the total prohibition of the business of drying out wet grain, except such as meets the approval of the health department. Would it not be more to the point in a port where grain is so much in evidence as at Buffalo to require, rather, the use of properly constructed and equipped driers, which would save the grain and mitigate the horrors of too much smell?

THE HAY CONVENTION.

It was as long ago as early in the 60's, when the Civil War crisis had turned the world's attention to America and to the South and the ancient shibboleth, "Cotton is King," that a writer in one of the heavy British quarterly reviews of that day pointed to the fact that the American hay crop was then far more valuable in dollars than cotton, and that even then hay more deserved crowning than cotton, on their commercial merits. Hay has always maintained that prestige, the annual product now exceeding in value \$400,000,000.

The National Hay Association has been organized to give character and force in the commercial world to the trade which handles this vast amount of property. If the even partial success thus far attained in the institution of a uniform inspection of hay stood alone, the existence of the Association would be more than justified; but it has done more. At the present moment the problem of righting the great wrong done the trade by the railroads when they raised the classification of hay is a burning one, which the Association has tackled with spirit. The situation, however, in view of the arbitrary character of the reclassification, em-

phasizes the need of rehabilitating the Interstate Commerce Commission for the protection of the public from action of this kind. The Commission should have control of, if not actually make, the classifications. The vast import of the reclassification of hay may be understood by the statement that it adds about \$1.00 per ton to the cost of forwarding about 55,000,000 tons of hay to market annually.

The Association has succeeded so well, going it alone, that the propositions to merge it with the National Board of Trade and the Grain Dealers' National Association should be considered very carefully. The Hay Association may find itself lost in the National Board or overloaded trying to carry the Grain Dealers' National Association.

SUFFERIN' KANSAS.

The midsummer silly season is over, but autumn is here with its melancholy days and campaign "roorbacks" as an efficient substitute. A very imaginative one comes from Kansas City. An anxious public, waiting to decide the destinies of the nation by the peaceful arbitrament of the ballot-box, is informed that a huge conspiracy against the farmer has been uncovered in Kansas. The conspiracy is alleged to be not in contemplation but in actual working order, crushing the Kansas farmer and the pianos and automobiles he has been buying under its remorseless jaws, tentacles or wheels or something of the kind that would do a good job of mangling.

"The Kansas Grain Dealers' Association is a greater monopoly than the Standard Oil Co.," a Kansas City dealer is credited as saying by the newspapers. "It controls prices and stifles competition," says a leading politician, who incidentally wants the farmer vote. "It is robbing the farmers of Kansas of millions of dollars annually," chirps the party organ. In fact, the grain dealers are accused in general and specific terms of having created an octopus and that said octopus is now actively engaged in eating 80,000,000 bushels of wheat, more or less, with divers and sundry millions of corn and oats, without due compensation to the producers thereof, and all in contravention of the statutes made and provided.

The Grain Dealers' Association is said to number 400 members, and the net proceeds of the unlawful loot is alleged to be \$7,000,000 for this year of grace 1900. Consequently each dealer should get \$17,500, on an average, as his share of the proceeds of the combine. This, say with \$1,500 of legitimate profit, would make a total of \$19,000. We give these figures so that our friends and subscribers in Kansas may know how much they are expected to make by the year's operations—in the minds of the wild-eyed fanatics who make the charges.

The Kansas Grain Dealers' Association is composed of men who are far above the average, in that state as elsewhere, in those qualities which make for manhood and good citizenship. That the simple, justifiable purposes of their Association should be interpreted as meaning spoliation of the farmer shows the reckless methods which some politicians do not hesitate to employ to excite hatred and gain their personal ends. The idea of the average

politician calling the integrity of the average grain dealer in question is too funny to be treated seriously.

FIRE LOSSES AND A QUERY.

One of the best evidences of the comparative ease with which property is accumulated in America is the apparent indifference with which its destruction by fire is treated. For the first half of 1900 the fire losses of the United States and Canada reached a total of \$103,000,000, and a cotemporary well asks: "Could any other nation stand such a financial strain?" The long list of elevator fires published monthly in the "American Elevator and Grain Trade" shows that the grain trade contributes its full share to the amazing total named above.

The unfortunate feature of these items is the paucity of information as to the cause and origin of elevator fires. So few details of this kind come to hand that it is quite impossible to find a predominant cause. Most elevator men now take pretty good care of their fires. The real up-to-date man now gets rid of his dust by burning it under his furnace and not in his building. The gasoline supply tanks are generally well looked after. The insurance agent sometimes and inspector generally looks after that. The machinery is not too complicated for examination. Why then should so many elevators burn?

Probably the suggestion of an insurance man in the Buffalo News, apropos the recent Dakota Elevator fire at Buffalo, is as good an explanation as any. All the active elevators of the Western Elevating Association were being overworked when the Dakota burned. "Now, it does not take much to start an elevator fire. Dry wood and dust take fire easily, and with your elevator overworked a hot box that would start a blaze in the grain dust would be something to be expected. With the elevator running beyond its normal capacity, too, there is likely to be less careful inspection of every part of it and a fire under such circumstances is much more likely to gain headway before being noticed."

THE CARLOAD IN THE EAST.

While Baltimore and other terminals have changed the carload basis to 800 bushels of corn or wheat and 1,250 bushels of oats, and while even New York is discussing the proposition to formulate new rules to meet the new capacities of cars, the Philadelphia Commercial Exchange has succeeded in sustaining the ancient reputation of the city for conservatism by rejecting a proposition to make 700 bushels of corn, rye or wheat and 1,250 bushels of oats "the basis of deliveries on contracts for car lots." In Philadelphia, then, 500 bushels of corn, rye or wheat, or 900 bushels of oats, are still a carload, as in the dim and distant past when a 15-ton car was standard.

Conservatism is sometimes called by another name; but let that pass. When, however, the railroads, among them particularly Philadelphia's greatest road, raise the standard carload to 40,000 pounds and provide cars for even 80,000 pounds, and require shippers to pay freight on a minimum of 20 tons nolens

volens, it does seem to the shipper in the "wild and woolly West" that even the Philadelphia Exchange might cognize some of the things going on in the business world.

But why not do still better and abolish the carlot basis entirely? The New York Produce Exchange committee now recognizes the fact, patent to everybody, that there is no uniformity in the capacity of cars and is trying to formulate trading rules and define a carload on that basis. But in the last analysis, in view of this lack of uniformity of car capacities, in order to be perfectly fair, so that the shipper can take no unfair advantage by using a large or small car, as suits his purpose, and the receiver cannot refuse to settle for a car whose size doesn't suit him, a definite number of bushels must be named as a carload for each of the various capacity cars in common use on roads to the East. Why, then, continue to use the term a carload at all, when it can only confuse one of the essential terms of a contract and can at best be only tautologous?

Why persist in hanging on to a trade custom that everybody knows is obsolete and cumbersome and would be glad to be rid of? A decent respect for the past is commendable, but then the past must itself have been decent. Trade customs, in like manner, should be perpetuated only when they are worthy of perpetuation because they cannot be improved upon.

TEXAS WHEAT GOING WRONG.

The Texas wheat growers and elevator men are paying the penalty of bad harvesting methods by having their grain go wrong at the elevators at Galveston. The grain, not having been cured properly, is very damp and stained, not to say hopelessly tough, and a very large proportion is, of course, inspected "no grade." The farmers of Texas are in part excusable for this; to this extent, at least, that having gone into wheat growing without providing themselves with suitable granaries, they are unable to take care after thrashing of the large yield of a bountiful season. But, on the other hand, having, after due warning, deliberately neglected the precaution of curing their grain in the stack before thrashing, they should now stand the brunt financially of their folly. It would seem, however, from reports from Galveston, that the grain dealers in Northern Texas, in their eagerness to handle the stuff, have in too many cases paid good prices for "no grade" and "rejected" wheat, and are now holding the bag. Well, all that can be said is that if a man prefers to learn wisdom by personal experience rather than by that of others there is no law to prevent it. "Even the gods are powerless against stupidity."

If the Illinois warehouse law forbade the transaction of a private grain business by a public warehouse man in a public elevator, as public warehouse man he would naturally be much more interested in canceling the receipts for grain shipped out by him than he would be while carrying on also a private business. The law ought not to encourage a man to put himself in a position where he is under ceaseless temptation to violate his public trust to benefit his private purse.

EDITORIAL MENTION

Ebenezer has prepared "A Few Don'ts in the Grain Trade." Don't neglect to read them.

The wheat rate by lake, Chicago to Lake Erie, reached 2 cents on September 8, and no boats at Chicago.

Buy grain for what it is and not for what it ought to be. You'll have less stuff go wrong at inspection points.

The "golden rule" may be all right as a worsted motto, but it isn't much good unless you put it in practice.

Rail rates went up again on September 10. If you are on the inside you may know how long they will stay up.

"Corn responds to selection as readily as cattle." Encourage your patrons to select their seed in the field this fall and not from the crib next spring.

Reports come from Duluth that new flaxseed is coming in with some 5 to 8 per cent of unripe seed, and that all the crop will bear watching in this respect.

Recent elevator losses at Buffalo, Akron and elsewhere seem to portend another lift in rates. In such event the doings of the mutual insurance companies may interest owners.

If you don't want your elevator to burn look after it. Keep plenty of water in barrels near the points of danger and examine them every day before you leave your premises.

While the bucket shops in town may or may not be suffering from a paucity of quotations, the half-pint shops in the country continue to absorb the shekels of the granger as of old.

The quarterly meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri will be held late this month or early in October, the date not having as yet been fixed.

The case of National Grain and Hay Company vs. Cincinnati Elevator, at Cincinnati, arbitrated by the Chamber of Commerce of Cincinnati, reminds us of the unfortunate truth that while the arbitrators may adjust the damages to everybody's satisfaction, they can't prevent the parties in interest from making horrid faces at each other in public places.

The broom corn trust, which swept the market last season, still has so much of its sweepings on hand that it is compelled to take everything in sight this year to protect itself. The yield to be taken is estimated at 30,000 tons, for which the trust proposes to pay \$60 to \$80. First, however, to keep them out of the market, a deal has been made to supply the broom makers with 1899 brush at \$90 to \$100, a partial loss, while the growers are combining to

withhold the new brush, which is estimated at only half a normal yield. There may be fun in broom corn yet for spectators.

Crops may be bad in the Northwest, but when grain buyers find room for nineteen elevators in six towns on a new South Dakota railroad, and that road has 125 applications for sites on the new line, the yield cannot have been so "awfully bad," at least in spots.

John Breidenthal's allegations concerning the Kansas Grain Dealers' Association are guffy in the extreme, but all the same they are flattering to our old friend E. J. Smiley's executive abilities. There's no use to tell Mr. Smiley to keep that upper lip stiff; he's built with one and can't help it.

The Chicago Board of Trade's fight on the bucket shops is as interesting as it is laudable, but until something in the nature of a decision from the courts that decides something is had, its practical value will be more highly appreciated by the lawyers retained than by the general public interested in the suppression of this kind of gambling.

The old agreement of the Duluth elevator to buy grain only through Duluth commission houses having been violated by one of the parties in interest, the agreement has been formally abrogated. Now the Duluth Board of Trade is trying to fix up matters in order to prevent the trade, and the commissions, from going in a lump to Minneapolis.

Among our callers the past month was Mr. F. W. Box, M. C. E., of Melbourne University, Melbourne, Australia. Mr. Box is in the United States in the interest of the Railway Department of the government of Victoria, with a special view to examining the American elevator system. Mr. Box found much to praise in American methods, and no doubt our antipodean friends will profit by his tour of observation.

The New York Produce Exchange still permits the floating elevators of the harbor to charge $\frac{7}{8}$ cent per bushel for their services, although as a rule they make some rebate to shippers. As this is $\frac{1}{4}$ cent above the legal rate, there are those who are not above saying the Exchange should at least discountenance this illegal practice if it would have any "standing in court" on an application to the state or general government for an appropriation of \$62,000,000 to dig a big canal to bring more grain to those same floating elevators.

The United States seems to be exporting ideas as well as manufactures and raw material. Mr. Charles Oliver, Chief Commissioner of the New South Wales Government Railway System, who has spent three months in this country, with a view to studying our railway methods and system of handling grain, said: "I was greatly instructed, in fact, to be candid, I was fairly bewildered at the masterly way in which your great roads move their enormous freight." New South Wales expects to become an important factor in the export grain trade, and Mr. Oliver wanted to get some

pointers on taking care of grain traffic. "I got them with a vengeance," said Mr. Oliver. All of which is very flattering to our national vanity.

Out in Kansas and Oklahoma this year they have dumped wheat on the ground at the railway stations as they do in the Pacific Northwest. The elevators have been crowded and the railroads taxed beyond their capacity. Open air storage is not the ideal kind, but the grain takes less harm in the Southwest than it would in other climates. With care, not much of the grain is lost, and an ordinary rain seems to wet only the surface of the grain heap. Such a contingency, of course, may affect the grade of a considerable quantity of wheat, but until there are more barns, elevators and cars phenomenal harvests will afford instances of apparently wasteful and careless handling.

The "independent" grain exchanges of Milwaukee resent the insinuation of the Chicago Board of Trade that they are bucket shops. They say they are conducting a legitimate business. But they would seem to beg the question when, in reply to the Chicago Board of Trade bill to cut off their quotations, they say their defense will be, not the legitimacy of their business, but that the Chicago Board "will have to prove that we are getting the Board's quotations." Of course, this is, legally speaking, of the nature of a demurrer, which certainly presents a new point in the present controversy. The shops die hard, and their passing is not without its interesting features, even for the spectators.

The Milwaukee Chamber of Commerce has adopted a rule requiring all grain to be paid for within seven days after being ordered. This seems at first blush to be an arbitrary step, but it appears that buyers have taken advantage of the old custom of paying for grain "when unloaded" to systematically delay unloading until such time as might suit their convenience to pay—a delay sometimes of forty-eight days, and which has averaged with one firm carrying a large country trade as much as twenty-one days. Of course, this is intolerable. Grain everywhere is cash stuff, and at present margins long credits without interest for twenty-one days on an average are quite out of the question.

The latest plan to rehabilitate business on the Erie Canal involves a combination of the boatowners, a "trust," as the papers describe it. The owners of over 200 boats, we are told, are in the plan, which meditates getting the entire fleet under one management. Many of the individual boatowners are convinced that it is useless to struggle alone against railroad competition, but believe that a company would pay good dividends on a fair capitalization. This is probably true. If ever a combination was justifiable, it would be among the canal men, who for years have been struggling to keep their business as well as their boats afloat. It is a hard proposition for the owners of several hundred boats to compete with the railway, with its organization and central management. If railroad competition can be met at all, it would seem that it would have to be

through a compactly organized company controlling all, or nearly all, the boats.

The experiment station of the Illinois University wants information as to the proportion of barren corn stalks in this year's cornfields. These stalks cost as much as fruitful ones, but yielding no return, are a dead waste; and it is hoped by study to eliminate them. The station asks the coöperation of farmers, who are advised to proceed as follows: In order to ascertain the number of barren stalks, select an average spot in the cornfield and count out a plat ten hills square. Count all of the stalks in the plat and place the number in the proper column of the blank furnished to applicants, headed "number of stalks." Then count all of the stalks in the plat that bear no ears and place in column headed "number barren stalks." Repeat in two or three places in the field.

Although at this writing it is four days since the Galveston disaster, the extent of the damage, especially to elevator property, is still imperfectly known, certainly outside the city. The terrible loss of life and the condition of the dead, as well as the immediate necessities of the injured and the suffering among the living, have properly overshadowed for the time all other details. It would appear from a superficial examination, however, that the three big elevators and the Reymershoffer Mill are wrecks, with their roofs and top stories gone; that their contents have been soaked, and that the wharfs and shipping, as well as the railway bridges into the city, have been so badly damaged as to withdraw the city for some time from the list of working ocean ports. How far the disaster may permanently injure the port remains, of course, to be seen, and prophecies are of little value under present conditions.

One J. D. Whelpley, who has just thrown the readers of Harper's Weekly, erstwhile a "journal of civilization," into fits by the statement that the Dakotas have experienced the "greatest failure of wheat crop in their history," appears to have got in his work in England by showing, in his way, in the Fortnightly Review, first, how "about ten millions" (say fifty millions of dollars) expended in "buying up the American harvest in advance and getting Russia to forbid the export of foodstuffs for a few months" would be a "safer and more deadly way of making war on England than with soldiers and guns." He then proceeds to reexplode, as it were, that old story, in an article entitled "An International Wheat Corner," which McClure's Magazine, by a singular break (for so shrewd a management) reprinted in this country, of Russia's proposition to the Cleveland administration in 1896 for the two governments to unite to corner wheat—just as though that story was something new and had not been thoroughly laughed at nearly four years ago, when Olney and Morton turned the scheme down as impracticable folly. This Mr. Whelpley must be quite a fellow, don't you know, to have taken in McClure's as well as the Fortnightly; but one hardly expected the astute Miller of London to get excited at such queer lucubrations.

Trade Notes

John H. McCormick, New Orleans, La., is the inventor of a cottonseed delinting machine that is said to be very successful.

Employees of the Webster Mfg. Co., Chicago, gave their eighth annual picnic at Pottawatomie Park, near St. Charles, Ill., on Saturday, September 8.

The Witte Iron Works Co., Kansas City, Mo., recently sent out a folder giving a few brief reasons why orders for gasoline engines should be placed with them. Some of these reasons should certainly prove of interest to a prospective engine buyer.

The business of the Spartan Mfg. Co. of Aurora, Ill., has been purchased by G. D. Colton & Co., founders and manufacturers of Galesburg, Ill., who have removed the plant to Galesburg and will manufacture the Corn Belt Feed Grinders in the future.

O. W. Russell, who is well known to the grain and milling trade through a long connection with the Link-Belt Machinery Co. of Chicago, Ill., has transferred his scene of labor to Mishawaka, Ind., where he has taken a position with the Dodge Manufacturing Co.

The Jeffrey Manufacturing Company of Columbus, Ohio, was awarded a gold medal at the Paris Exposition, covering its line of elevating, conveying and mixing machinery. No doubt those of our readers who enjoyed a visit abroad this summer had the pleasure of seeing the exhibit of this company.

The Steel Storage & Elevator Construction Co. of Buffalo, N. Y., have the contract and are now erecting for the Electric Elevator at that place a row of five steel tanks to increase the capacity of the plant to 1,500,000 bushels. The construction company are very busy with this kind of work and have still larger contracts in sight.

The Hess Warming & Ventilating Co. of Chicago are preparing for shipment a large grain drier to be erected for the Limond Grain Drying Co. of Brooklyn, N. Y. This is to take the place of a drier of another make, purchased by the Limond Company about a year ago, and which was damaged by fire recently. A personal examination was made of the Hess Drier, by the purchaser's expert, with the result as stated.

"Marseilles and Vicinity" (historical, biographical and industrial) is the title of an interesting and profusely illustrated book compiled by Dr. J. H. Goodell of Marseilles. Twelve pages are devoted to a write-up of the Marseilles Manufacturing Company, the well-known manufacturers of corn shellers, windmills, elevator machinery, supplies, etc. Portraits and sketches of the company's officials are given, also exterior and interior views of the factory and cuts of many of the company's machines.

We have received from the Robert Aitchison Perforated Metal Company, 305 Dearborn Street, Chicago, a copy of their latest catalog—a neat little affair of some 50 pages. This concern has been in the business continuously for over 30 years, during which time they have accumulated dies for hundreds of styles and sizes of perforations, covering almost every requirement of the numerous industries which they supply with perforated sheet metals. They also have their own machine shop for the manufacture of dies, etc., for special requirements.

The N. P. Bowsher Co., South Bend, Ind., call attention to a seasonable subject in placing before our readers an advertisement of their well-known line of "Combination" Feed Grinding Mills. These mills have always been kept in the very front rank and they are now largely used by elevators and grain dealers in all parts of the country. They have some improvements on the machines for the season just commencing and would be glad to send their new circular to all interested parties who will take the trouble to drop them a card. An un-

usually early and strong opening of the feed grinding business is predicted for this season.

The Borden & Selleck Co., 48 to 50 Lake Street, Chicago, manufacturers of conveying machinery of all kinds, and general agents for the Howe Scales, report a steady increase in business since the first of the year, and look for a continued good business except in sections where crops are poor. Recent sales of scales and conveyors include the following: Manitowoc Malting Co., Manitowoc, Wis., 700-bushel hopper scale and 80-ton, 42-foot track scale; George L. Hight, Walker, Ill., 500-bushel hopper scale; M. Truby & Son, Elwood, Ill., 500-bushel hopper scale; A. M. Thrift, Emery, Ill., 500-bushel hopper scale; P. D. Smith, St. Edwards, Neb., 60-ton track scale, with Howe Recording Beam; Amos Rutter, New Holland, Pa., grain conveyor.

Sykes Steel Roofing Co., 611 South Morgan Street, Chicago, report a very large volume of business for this season. This company is one of the largest manufacturers of corrugated iron and steel roofing in the western states. They make a specialty of corrugated iron and steel roofing, either painted or galvanized, for grain elevators. They take contracts for furnishing this material or for doing the work complete. In this particular branch of their business, they report having done over \$100,000 worth of business already this year. Besides being manufacturers of these goods, they manufacture cornices and skylights; do iron, tin, tile, slate and composition roofing, and are general sheet metal contractors, taking contracts for this work in any part of the country.

The elevators damaged by the storm at Galveston held 2,223,000 bushels of wheat.

Galveston's exports, June 1, 1899, to August 31, 1900, included 15,432,305 bushels of wheat and 8,010,435 bushels of corn.

Reuben—Can you tell me something to buy that is sure to go up? Stoxanbonds—Yep. Thermometers.—Baltimore American.

New Orleans exports of grain for the year ended August 31, 1900, reached 35,780,367 bushels, a gain over 1899 of about 8,575,000 bushels.

The steamer Selwyn Eddy took from the Peavey Elevator at Duluth 143,000 bushels of wheat recently, in one hour and fifty minutes.

More Maryland wheat has gone to New York this year through Baltimore than ever before and the traffic has given quite an impetus to the coasting trade between the two cities.

Rumanian beans have invaded Canada, where they are sold at \$1.60 per bushel. They are not as good as Canadian primes, being longer and flatter than our round primes and pea beans, and their color is of a dirty pale yellow, contrasting with the clean white of Canadians.

Milwaukee has raised the "carload" minimum in conformity with the capacity of modern cars. The contract carload is now 700 bushels of wheat, 850 bushels of barley, 1,200 bushels of oats, 750 bushels of rye or corn, 625 bushels of flax, and 30,000 pounds of timothy, clover, millet or Hungarian seed.

The German export of cereals has constantly increased since the abolition of the "proof of identity," i. e., since the full duty is refunded for all exported grain, no matter whether it is of home or foreign origin. The singular fact therein appears that wheat or rye imported into Germany figures, inclusive of custom duty, higher than the home grain, although the export of cereals has been facilitated to an extraordinary extent, so that the export may well serve as a regulator of prices. This feature is explained by a reference to the condition of the grain. The endeavor to obtain a greater supply as to quantity leads to the production of breadstuffs lacking in glutinous matter, which used to be mixed with foreign wheat and rye, richer in this respect, in order to be fit for baking purposes. Formerly German wheat and rye served in foreign countries, especially in Great Britain, in many instances for this purpose, but to-day the German product itself is deficient as to glutinous qualities.—Broomhall's.

RANGE OF PRICES AT CHICAGO

The daily range of prices for cash grain at Chicago for the month ending Sept. 12 has been as follows:

August.	NO. 2 R.W. WHT.		NO. 1 NO. 2 SP. WHT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 1 N.W. FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
12.....	76 1/4	76 1/2	75 1/2	75 3/4	38 1/2	38 3/4	21 1/2	21 3/4	50 1/2	50 3/4	135	135
13.....	76 1/4	76 1/2	75 1/2	75 3/4	38 1/2	38 3/4	21 1/2	21 3/4	50 1/2	50 3/4	136	137
14.....	76 1/4	76 1/2	75 1/2	75 3/4	38 1/2	38 3/4	21 1/2	21 3/4	50 1/2	50 3/4	136	137
15.....	76 1/4	76 1/2	75 1/2	75 3/4	38 1/2	38 3/4	21 1/2	21 3/4	50 1/2	50 3/4	138	138
16.....	75 3/4	76 1/4	74 3/4	75 1/2	39 1/2	39 3/4	22 1/2	22 3/4	50 1/2	50 3/4	141	141
17.....	75 3/4	76 1/4	74 3/4	75 1/2	39 1/2	39 3/4	22 1/2	22 3/4	50 1/2	50 3/4	141	141
18.....	73 3/4	74 1/2	71 3/4	73 1/2	38 1/2	38 3/4	22 1/2	22 3/4	49 1/2	49 3/4	137	137
19.....	74 1/4	74 3/4	72 1/4	72 3/4	39 1/2	39 3/4	22 1/2	22 3/4	49 1/2	49 3/4	137	137
20.....	74 1/4	74 3/4	72 1/4	72 3/4	39 1/2	39 3/4	22 1/2	22 3/4	49 1/2	49 3/4	138	139
21.....	74 1/4	74 3/4	72 1/4	72 3/4	39 1/2	39 3/4	22 1/2	22 3/4	49 1/2	49 3/4	140	140
22.....	74 1/4	74 3/4	72 1/4	72 3/4	39 1/2	39 3/4	22 1/2	22 3/4	49 1/2	49 3/4	139	140
23.....	74 1/4	74 3/4	72 1/4	72 3/4	39 1/2	39 3/4	22 1/2	22 3/4	49 1/2	49 3/4	140	141
24.....	75 1/4	75 3/4	73 1/4	73 3/4	39 1/2	39 3/4	22 1/2	22 3/4	50 1/2	50 3/4	140	141
25.....	75 1/4	75 3/4	73 1/4	73 3/4	39 1/2	39 3/4	22 1/2	22 3/4	50 1/2	50 3/4	141	141
26.....	76 1/4	76 3/4	74 1/4	74 3/4	40 1/2	40 3/4	21 1/2	21 3/4	50 1/2	50 3/4	142	142
27.....	76 1/4	76 3/4	74 1/4	74 3/4	40 1/2	40 3/4	21 1/2	21 3/4	50 1/2	50 3/4	142	142
28.....	75 1/4	75 3/4	73 1/4	73 3/4	40 1/2	40 3/4	21 1/2	21 3/4	50 1/2	50 3/4	141	141
29.....	75 1/4	75 3/4	73 1/4	73 3/4	40 1/2	40 3/4	21 1/2	21 3/4	50 1/2	50 3/4	141	141
30.....	75 1/4	75 3/4	73 1/4	73 3/4	40 1/2	40 3/4	21 1/2	21 3/4	50 1/2	50 3/4	141	141
31.....	75 1/4	75 3/4	73 1/4	73 3/4	40 1/2	40 3/4	21 1/2	21 3/4	50 1/2	50 3/4	141	142
Sept. 1.....	75 1/4	75 3/4	73 1/4	73 3/4	40 1/2	40 3/4	21 1/2	21 3/4	50 1/2	50 3/4	142 1/2	142 1/2
2.....	75 1/4	75 3/4	73 1/4	73 3/4	40 1/2	40 3/4	21 1/2	21 3/4	50 1/2	50 3/4	143 1/2	143 1/2
3.....	75 1/4	75 3/4	73 1/4	73 3/4	40 1/2	40 3/4	21 1/2	21 3/4	50 1/2	50 3/4	143 1/2	143 1/2
4.....	75 1/4	75 3/4	73 1/4	73 3/4	40 1/2	40 3/4	21 1/2	21 3/4	50 1/2	50 3/4	143 1/2	143 1/2
5.....	75 1/4	75 3/4	73 1/4	73 3/4	40 1/2	40 3/4	21 1/2	21 3/4	50 1/2	50 3/4	143 1/2	143 1/2
6.....	75 1/4	75 3/4	73 1/4	73 3/4	40 1/2	40 3/4	21 1/2	21 3/4	50 1/2	50 3/4	146 1/2	147 1/2
7.....	74 1/4	74 3/4	72 1/4	72 3/4	40 1/2	40 3/4	21 1/2	21 3/4	50 1/2	50 3/4	148 1/2	149
8.....	75 1/4	75 3/4	73 1/4	73 3/4	40 1/2	40 3/4	21 1/2	21 3/4	50 1/2	50 3/4	149	150
9.....	75 1/4	75 3/4	73 1/4	73 3/4	40 1/2	40 3/4	21 1/2	21 3/4	50 1/2	50 3/4	150	150
10.....	75 1/4	75 3/4	73 1/4	73 3/4	40 1/2	40 3/4	21 1/2	21 3/4	50 1/2	50 3/4	150	150
11.....	76 1/4	76 3/4	74 1/4	74 3/4	40 1/2	40 3/4	21 1/2	21 3/4	50 1/2	50 3/4	149 1/2	149 1/2
12.....	75 1/4	75 3/4	73 1/4	73 3/4	40 1/2	40 3/4	21 1/2	21 3/4	50 1/2	50 3/4	150	150
13.....	75 1/4	75 3/4	73 1/4	73 3/4	40 1/2	40 3/4	21 1/2	21 3/4	50 1/2	50 3/4	150	150

* Nominal price. † Holiday.

During the week ending August 17, Prime Contract Timothy Seed sold at \$3.20@3.50 per cental; Prime Contract Clover Seed at \$8.40@8.75; Hungarian at \$0.40@0.70; German Millet at \$0.90@1.25; buckwheat at \$1.10@1.20 per 100 pounds.

During the week ending August 24, Prime Contract Timothy Seed sold at \$3.50@3.95 per cental; Prime Contract Clover Seed at \$8.75@10.00; Hungarian at \$0.40@0.70; German Millet at \$0.90@1.25; buckwheat at \$1.10@1.20 per 100 pounds.

During the week ending August 31, Prime Contract Timothy Seed sold at \$3.95@4.02 1/2 per cental; Prime Contract Clover Seed at \$9.50@10.00; Hungarian at \$0.40@0.70; German Millet at \$0.90@1.25; buckwheat at \$1.10@1.20 per 100 pounds.

During the week ending September 7, Prime Contract Timothy Seed sold at \$3.90@4.30 per cental; Prime Contract Clover Seed at \$9.50@9.75; Hungarian at \$0.40@0.70; German Millet at \$0.90@1.25; buckwheat at \$1.10@1.20 per 100 pounds.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Sept. 8, 1900, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore.....	1,578,000	249,000	341,000	63,000	.....
Boston.....	891,000	157,000	486,000	.....	.....
Buffalo.....	2,950,000	148,000	255,000	53,000	32,000
do. afloat.....	.....	.....	.....	.....	.....
Chicago.....	12,318,000	870,000	2,979,000	371,000	17,000
do. afloat.....	.....	.....	.....	.....	.....
Detroit.....	322,000	63,000	107,000	73,000	4,000
Duluth.....	8,505,000	236,000	50,000	47,000	118,000
do. afloat.....	.....	.....	.....	.....	.....
Fort William.....	1,110,000	.....	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
Galveston.....	2,223,000	.....	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
Indianapolis.....	551,000	34,000	24,000	.....	.....
Kansas City.....	1,667,000	99,000	10,000	9,000	.....
Milwaukee.....	780,000	151,000	150,000	7,000	.....
do. afloat.....	.....	.....	.....	.....	.....
Minneapolis.....	8,589,000	58,000	339,000	7,000	9,000
Montreal.....	216,000	83,000	199,000	.....	23,000
New Orleans.....	726,000	483,000	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
New York.....	3,340,000	507,000	442,000	108,000	208,000
do. afloat.....	35,000	17,000	.....	.....	.....
Peoria.....	17,000	2,000	644,000	9,000	.....
Philadelphia.....	657,000	287,000	538,000	.....	.....
Pt. Arthur, Ont.....	87,000	.....	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
St. Louis.....	4,524,000	89,000	40,000	4,000	.....
do. afloat.....	.....	20,000	30,000	.....	.....
Toledo.....	1,376,000	357,000	1,401,000	35,000	7,000
do. afloat.....	.....	.....	.....	.....	.....
Toronto.....	25,000	.....	1,000	.....	.....
On Canals.....	33,000	232,000	71,000	.....	.....
On Lakes.....	1,215,000	1,215,000	718,000	45,000	41,000
On Miss. River.....	.....	.....	.....	.....	.....
Grand Total.....	51,735,000	5,357,000	8,825,000	831,000	457,000
Corresponding date 1899.....	36,117,000	7,617,000	5,661,000	597,000	618,000
Weekly Inc.....	1,441,000	44,000	.....	62,000	.....
Weekly Dec.....	.....	.....	428,000	.....	92,000

All seeds are said to be short in yield this season.

Grain deliveries at Chicago for 1900 to September 1 aggregated 171,102 cars, which is 8 per cent less than for same period of 1899, 11 per cent less than in 1898 and 8 per cent less than in 1897. The loss is mainly of corn.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of August, 1900:

BALTIMORE—Reported by Wm. F. Wheatley, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1900.	1899.	1900.	1899.
Wheat, bushels.....	1,340,006	1,614,550	2,903,311	1,755,906
Corn, bushels.....	2,041,265	4,190,017	2,271,173	4,253,167
Oats, bushels.....	726,378	964,776	100,000	423,326
Barley, bushels.....	.....	.....	.....	8,571
Rye, bushels.....	30,159	19,960	.....	.....
Timothy Seed, bushels.....	3,588	6,274	.....	.....
Clover Seed, bushels.....	4,371	1,057	4,851	.....
Hay, tons.....	1,878	4,506	1,096	963
Flour, bbls.....	364,949	436,021	189,076	314,401

BOSTON—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1900.	1899.	1900.	1899.
Wheat, bushels.....	1,057,287	948,893	628,524	743,934
Corn, bushels.....	1,573,782	1,733,224	1,512,723	2,178,837
Oats, bushels.....	949,962	1,516,055	162,331	765,444
Barley, bushels.....	9,999	306,654	.....	155,701
Rye, bushels.....	3,119	1,650	.....	.....
Hay, tons.....	10,180	19,280	Bls. 43,161	Bls. 39,610
Flour, barrels.....	228,509	207,536	182,655	136,405

BUFFALO—Reported by Chas. H. Keep, secretary of the Merchants' Exchange:

Articles.	Receipts.		Shipments.	
	1900.	1899.	1900.	1899.
Wheat, bushels.....	5,695,310	5,096,276	7,963,000	4,620,845
Corn, bushels.....	9,278,670	6,193,481	11,212,964	6,650,731
Oats, bushels.....	3,093,435	3,480,128	5,938,436	3,611,750
Barley, bushels.....	139,000	593,620	148,120	37,038
Rye, bushels.....	17,000	197,706	.....	193,000
Grass Seed.....	.....	.....	.....	.....
Flaxseed.....	340,605	533,291	.....	1,698,968
Hay, tons.....	.....	.....	.....	.....
Flour, barrels.....	1,568,616	1,389,707	.....	.....

CHICAGO—Reported by George F. Stone, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1900.	1899.	1900.	1899.
Wheat, bushels.....	7,654,248	9,922,367	5,418,756	691,239
Corn, bushels.....	4,695,040	9,749,727	10,347,782	11,023,712
Oats, bushels.....	11,933,342	16,134,833	9,118,316	10,682,536
Barley, bushels.....	421,950	762,483	194,134	562,209
Rye, bushels.....	162,691	197,932	12,867	246,479
Timothy Seed, lb.....	4,471,513	8,814,410	4,376,148	6,143,010
Clover Seed, lb.....	1,041,439	164,765	644,615	164,407
Other Grass Seed, lb.....	166,700	613,940	1,011,737	1,255,238
Flaxseed, bushels.....	871,979	563,050	609,436	471,673
Broom Corn, lb.....	101,100	368,945	223,110	628,777
Hay, tons.....	14,256	22,307	109	656
Flour, barrels.....	475,080	433,336	380,038	326,452

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce:

Wheat, bushels.....	358,387	91,275	201,374	51,955
Corn, bushels.....	372,099	217,786	112,424	87,994
Oats, bushels.....	698,220	394,828	233,652	187,959
Barley, bushels.....	16,812	927	160	705
Rye, bushels.....	40,298	27,689	5,138	8,758
Timothy Seed, bags.....	4,343	10,018	3,533	3,999
Clover Seed, bags.....	1,026	563	946	586
Other Grass Seeds, bags.....	5,253	4,195	3,815	5,255
Hay, tons.....	5,120	10,535	1,946	6,485
Flour, barrels.....	130,370	112,180	96,718	104,608

OBITUARY

J. C. S. Green, a prominent grain buyer and old settler of Aurelia, Ia., died of Bright's disease at his home in that place August 8. He was active in business until two months ago.

John Buffum died at Lake Park, Ia., August 8, aged 75 years. He was a native of Ohio and at one time lived in Andalusia, Ill., where he engaged in the grain business. His father, Jonathan Buffum, established the first saw and grist mill in Warren County, Illinois.

Alonzo Birdsall died August 9 at the home of his parents in Sterling, Ill. He had been ill for some weeks with a complication of diseases. Up to a month ago he attended to his elevator business at Steward, Ill., which was large and prosperous. He leaves a wife and two boys, five and seven years old.

John H. Stotz died September 3, at his home in Crafton, Pa., aged 64 years. Mr. Stotz was a native of Germany and came to the United States with his parents when a child. At the time of his death he was a member of the firm of S. C. McMasters & Co., grain brokers, of Pittsburg, Pa. He is survived by four children.

Richard Gundry died suddenly at El Reno, Okla., August 24, aged 50 years. He had been in ill health for some time. Mr. Gundry was for several years secretary and treasurer of the Topeka Mill and Elevator Company and was later connected with the A. C. Davis Grain Company. He leaves a wife, one son and one daughter.

Charles Clark Bowen, a prominent and wealthy citizen of Detroit, Mich., died at his home in that city August 9, aged 69 years. Mr. Bowen was secretary of and a large stockholder in the seed firm of D. M. Perry & Co.; treasurer of the Santa Fe, Phoenix & Prescott Railroad, and a trustee of Kalamazoo College and Chicago University.

William P. Clarke, a grain dealer of Dexter, Mo., died suddenly at his home in that city August 11. Mr. Clarke was a native of England and came to this country when a young man. For several years he was in the employ of the leading grain firms of Evansville, Ind. Recently he went to Dexter, Mo., and engaged in the grain business. His wife survives him.

F. Scott Morrison, who was until recently in the employ of the Wabash Elevator Company in Englewood, Chicago, was killed by natives of Siberia while a passenger on the schooner Edith on a trading expedition. A bullet fired from the shore at night while the schooner lay at anchor penetrated the cabin and wounded Mr. Morrison in the groin. He died the next morning.

David V. Pearce, agent for the Minneapolis & Northern Elevator Company at Clear Lake, Minn., was killed by lightning while on the farm of his father near that village August 10. He was found dead in a pasture, grasping the wire fence, and it is supposed that he received a heavy shock on electricity from a lightning stroke which passed through the fence wire. He was a young man and unmarried.

William Hales Pridmore died at his home in Oak Park, suburb of Chicago, August 17, in his seventy-seventh year. Mr. Pridmore was born in England and came to this country in 1880. He had lived in Chicago since 1883. In his native country he was an importer of foreign grains and bought the first cargo of California wheat shipped from America to England. He leaves a widow, three sons and three daughters.

Thomas Kingsford died at Oswego, N. Y., September 7, after a brief illness, at the age of 73 years. He was at the head of Oswego's big corn starch industry and was regarded the leading business man and manufacturer of that city. Thomas Kingsford was born in Hendeomb, England. He had been prominent in the starch business at Oswego for many years. He leaves a wife, one daughter and one son, Thomas P. Kingsford, president of the National Starch Company.

Charles J. Gilbert was killed by falling down stairs at the drugstore of G. P. Mills, Davis and Maple streets, Evanston, Ill., September 7. In leaving the store in the dark he slipped and fell headlong down a stairway leading to the basement, striking on his head and fracturing his skull. He was 72 years old. Mr. Gilbert had been engaged in the grain business since early manhood, first in St. Louis as a partner of E. O. Stannard and later in Chicago on the Board of Trade. He was one of the oldest members of the Board, having joined that body in the early '60s. His property consisted largely of real estate in Evanston, with whose development he had been intimately associated ever since 1868. He was the first president of the Evans-

ton Village Board of Trustees and many of the most important public improvements in that town were due to his enterprise and energy.

C. W. Tracy died at Portland, Ore., August 28. He was formerly assistant manager for Peavey & Co. of Minneapolis, and had been with that company for many years. He was afterward advanced to manager, and when the Peavey Company disposed of their interest in the Pacific Coast Elevator Company, Mr. Tracy retired and embarked in business for himself for three years. This spring he assumed the management of the northern business of Eppinger & Co. of San Francisco.

Joseph Percy Warr, of the grain and flour firm of Warr & Cauby, Philadelphia, Pa., died at Highland Lake, Pa., September 5, aged 62 years. Mr. Warr was a native of Philadelphia and had been in the flour and grain business all his life. When a young man he entered the office of Alexander G. Cattell & Co., and after several years was made junior partner in the company. Later the firm became Warr & Cauby, in which form the partnership continued until Mr. Warr's death. He leaves a widow, two sons and a daughter.

Immean G. McBean died at his home in Winnipeg, Man., of Bright's disease, August 9. He was seriously ill only a few days. Deceased was one of the best known grain men in the Dominion. He was born in Lancaster, Ont., fifty-four years ago, and removed to Manitoba in 1881. With his brother, who died about a year ago, he established the grain business of McBean Brothers, with headquarters at Winnipeg. They were pioneers in this business and established the first grain elevators in Manitoba. Mr. McBean was a man of fine ability, having a good knowledge of questions of public interest. At a special meeting of the Winnipeg Grain Exchange a resolution of sympathy was unanimously adopted.

TRANSPORTATION

The N. P. has countermanded an order for \$250,000 worth of new freight cars.

The Illinois Central has purchased the P., D. & E. and secured an entrance into Peoria.

The through rate on wheat from Chicago to Liverpool is equal to about 13½ cents per bushel.

On September 4 the Chicago-Kansas City lines officially agreed on a minimum of 10 cents on grain.

The Northwestern and Pere Marquette roads at Milwaukee have made a request of the city council to build a car ferry slip at Milwaukee.

Contracts have been let by the Des Moines & Northern Iowa for grading its line between Webster City and the Boone River, about 12 miles.

The statement that the Great Northern Elevator Company at West Superior would abolish elevator charges for storage and loading out is contradicted.

The completion of a drawbridge in the North Branch of Chicago River has opened a 17-foot channel to vessels going to the elevators on Goose Island in that branch.

It is reported from Pittsburg that a hurry order has been placed for ten freight steamers to ply between Lake Erie ports via Canadian canals and transatlantic ports.

Notwithstanding the presence in the harbor of one of the largest grain fleets ever seen at Tacoma, rates on grain to Europe about September 1 were at the top notch.

The Northwestern, Illinois Central, Milwaukee and Burlington, Cedar Rapids & Northern roads have lowered their rates on grain from Iowa, Nebraska and South Dakota from 15 to 14 cents.

Lake rates have been low, but since September 1 there has been a material advance in grain rates in view of free inquiry and large charters. On September 1 engagements were made for about 3,000,000 bushels.

Armour & Co. on September 4 placed 1,000,000 bushels of wheat and 500,000 bushels of corn and oats for transportation to Lake Erie. This is the largest single shipment from Lake Michigan in many years.

The contract for the extension of the Brainerd & Northern from Bemidji to Big Fork, Minn., a distance of 91 miles, has been awarded. Twenty-seven miles of the line will be completed this fall and the balance early next spring.

The blockade at Kansas City on September 1 was complete. It was estimated that there were twenty miles of wheat cars in the Santa Fe yards that morning. The trouble was said to be due to the inability of the Chicago division of the road to handle the inflow of wheat from various branch lines in Kansas, owing to lack of motive power. All

other roads in Kansas were equally unable to handle the wheat offered.

The Chicago, Milwaukee & St. Paul has just closed a 100-year contract with the St. Paul & Duluth Company whereby it will use the Northern company's trucks and make its own rates between Duluth, St. Paul and Minneapolis.

The Rock Island announces the opening of its new line from Chickasha, I. T., toward Quanah to Mangum, Greer County, Oklahoma, formerly Greer County, Texas, and that train service began September 3. The distance is 98 miles.

Ocean rates on grain continue strong, with an active demand. Exporters on August 31 paid 8 cents per bushel from New York to Liverpool, and line agents advanced their asking rate to 9 cents. In 1897, when Leiter bulled ocean rates, the highest point was 9½ cents.

Grain cargo insurance rates were advanced on September 1. The following table shows the old figures and also the new ones, which go into effect the first of the month: To Port Huron, from 25 to 35 cents; to Buffalo, 30 to 40 cents; to Kingston, 45 to 55 cents; to Montreal, 60 to 70 cents.

The Treasury Department statistics indicate that the lake commerce of 1900 will be the greatest on record, the total number of arrivals at the 37 principal ports on the lakes to August being for the season 15,941. Chicago led in the amount of shipping. During the season to August 1 the grain receipts at lake ports were 65,990,115 bushels.

The Burlington's new line between Alliance, Neb., and Brush, Colo., will be formally opened to general traffic September 15. The new branch is 149.69 miles long, and will make a short route between Denver and the mining districts of South Dakota and Montana. The cut-off will reduce the present distance between Denver and the Black Hills, via the Burlington by 673 miles. A passenger will be able to leave Deadwood in the morning and reach Denver the same night.

The officials of the Chicago-Buffalo rail lines, after a meeting in New York, September 6, issued an "iron-bound instruction, effective immediately, to the representatives of these lines and their connections in Chicago, that they must maintain freight rates or men would be found to take their places who would be able to do so." The rates that led to this order had run down to the lowest ever quoted, equivalent to 5 cents net, Chicago to Philadelphia, or 8 cents with elevator charges included.

As a result of a recent notice given by the Santa Fe Railroad that it would not recognize disposition orders for delivery for shipment on the C. B. & Q., Alton, Rock Island, or the Maple Leaf, the Kansas City Board of Trade and that line have clashed. The notice has caused the grain hauled into Kansas City by the Santa Fe Railway to be held at a discount on the Kansas City Board of Trade, because of the withdrawal of privileges which have heretofore been extended to shippers and dealers by the Santa Fe Railway.

On September 1 the Santa Fe at Kansas City issued an order making a switching charge of \$2 on every car of grain ordered to connecting lines for delivery or to industries thereon. This charge has not been made by any Kansas City road for at least twenty years. The grain trade protest; and look upon the order as a play to force shippers to use the Santa Fe road East rather than pay the \$2 and ship over some other road. Later, however, the company waived this charge on condition that the city shippers do away with the congestion of grain cars.

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending September 8, as compared with same weeks last year, have been as follows:

Articles.	For week ending Sept. 8, Sept. 9.		For week ending Sept. 1, Sept. 2.	
	1900.	1899.	1900.	1899.
Wheat, bushels.....	2,151,000	2,848,000	1,378,000	2,575,000
Corn, bushels.....	2,592,000	4,620,000	3,677,000	4,353,000
Oats, bushels.....	1,538,000	2,350,000	679,000	1,812,000
Rye, bushels.....	17,000	74,000	48,000	119,000
Barley, bushels.....	25,000	374,000	.....	188,000
Flour, barrels.....	251,000	325,700	366,400	310,000

The Minnesota inspection rule has been so changed this year that any admixture of other wheat with No. 1 Hard from Red River will cause it to grade as mixed winter wheat.

Peoria claims a "first" prize on the corn exhibit at Paris, and the Topeka Commercial Club claims a good medal for the same thing. The Kansas exhibit consisted of "a few samples" of the product as it is grown in that state. There were several barrels of corn in the ear, both white and yellow.

ELEVATOR

GRAIN NEWS

ILLINOIS.

R. G. Risser is building an elevator at Goodrich, Ill.

Another elevator may be erected at Carlock, Ill., this fall.

H. K. Wilson is building an elevator at Birkbeck, Ill.

J. H. McNeil of Erie, Ill., is building a 50,000-bushel elevator.

O. M. Kelley recently completed his new elevator at Dana, Ill.

Robert Riley has increased the height of his elevator at Forrest, Ill.

A gasoline engine has been installed in the elevator at Pierron, Ill.

Joseph Munsch of Easton, Ill., has purchased a new Western Corn Sheller.

Both the elevators at Lena, Ill., have been equipped with dump scales.

The Neola Elevator Co. has purchased the elevator at Davis Junction, Ill.

Parker & Richards are putting a new car loader into their elevator at Hayes, Ill.

Ream & Kelso have succeeded Frank L. Ream in the grain business at Lostant, Ill.

Charles Molter will build a broom corn warehouse, 50 by 80 feet, at Charleston, Ill.

John C. Corbett has succeeded to the grain business of Cowan Bros. at Chatsworth, Ill.

Meyer & Stocker have succeeded C. J. Meyer & Co. in the grain business at Peotone, Ill.

Jones & Epps of Chrisman, Ill., expect to build an addition to their Clover Leaf Elevator.

Kelly & Simpson are the successors of Kelly & Marshall in the grain business at Leeds, Ill.

Jones & Epps of Chrisman, Ill., are preparing to build a 90,000-bushel elevator at Barnes Crossing.

Kaiser Brothers of Des Moines, Ia., have bought the elevator of Flanigan & Co. at Farmer City, Ill.

A 12-horse power gasoline engine has been installed in Rogers, Bacon & Co.'s elevator at Cornell, Ill.

Warren & Co.'s new elevator at Scottsburg, Ill., was completed last month. It has gasoline engine power.

W. J. Roller of Newman, Ill., will build a 15,000-bushel elevator, containing all modern improvements.

Paul Smith of Lawndale, Ill., is reported to have suffered a loss of 150 bushels of oats by theft from his elevator.

O. A. Means & Co. are building an addition to their elevator at Anchor, Ill., to increase its capacity to 105,000 bushels.

The Cleveland Grain Co. is building a 350,000-bushel elevator at Sheldon, Ill. Its dimensions are 48x112 feet, 80 feet high.

The Cleveland Grain Company has bought the J. H. Williams elevator in Farmer City, Ill. Mr. Williams is managing it.

It is reported that the recently incorporated Holzman-Bennett Grain Co. of Grant Park, Ill., will build a 25,000-bushel elevator.

C. Van Gerpen & Co. will remodel their elevator at Hartsburg, Ill., to a capacity of 30,000 bushels and have torn down the old dump.

The Cairo Milling Co. has a new elevator nearly completed at Cairo, Ill. It will be operated in connection with its new milling plant.

Armour & Co.'s St. Paul Elevator and Fulton Elevator at Chicago have been made "regular" houses by the Chicago Board of Trade.

Rogers, Bacon & Co. are building an elevator at Anchor, Ill., to have a capacity of 125,000 bushels. It is 36 feet wide, 140 feet long and 36 feet high.

Capt. H. C. Peek of Oregon, Ill., recently made numerous improvements on his Rock River Elevator. He is now in shape to handle grain with greater facility.

Pnett & Williams, who recently sold their elevator at Cissna Park to Songer & Co., have purchased the elevator and grain business of C. H. Sells at Rankin. Mr. Sells built this elevator two

years ago, and it was said to be the best one outside of the large grain centers of the state. It has a capacity of 65,000 bushels.

F. L. Kidder & Co. of Paris, Ill., are breaking records on purchasing oats. In three consecutive days last month they took in 40,000 bushels.

The Neola Elevator Co. have made extensive repairs on their elevator at Leaf River, Ill. A new 6-horse power gasoline engine has been put in.

The elevator at Greenville, Ill., is reported to have made a shipment of 40 cars of wheat early last month, the Vandalia Railroad handling the same in two special trains.

Clarence Darnell, of the grain and lumber firm of Britt & Darnell, at Armington, Ill., has sold his interest to his partner and removed, with his family, to Sloan, Iowa, where he has business interests.

The Illinois Railroad and Warehouse Commission has taken under advisement the petition of John West & Co., grain dealers at Victoria, Ill., to compel the Galesburg and Great Western Railroad Company to put in a switch connecting the main line of the railroad with the elevator of petitioners, and also to put in a track scale for the use of the elevator.

CENTRAL.

Owens Brothers have leased the elevator at Westville, O.

The elevator at Drusilla, Ohio, has been enlarged and improved.

J. M. McFarland has purchased the grain elevator at Savona, O.

C. E. Bash of Huntington, Ind., is a late purchaser of a Reliance Corn Cleaner.

A. Yountz of West Milton, Ohio, has opened a grain elevator at Monticello.

Biles & Johnson have purchased Frank Miller's elevator at Silverwood, Mich.

F. A. Brooks has sold his grain business at Glen Farm, Ohio, to Robert Davidson.

J. S. Calkins is tearing down his old elevator at Jewell, O., and will build a larger house.

F. M. Towner & Co. have enlarged their elevator at Morrice, Mich., to 20,000 bushels' capacity.

Mrs. Florence Dunbar bought the Earl Park Elevator at Earl Park, Ind., at mortgagee's sale.

A new foundation has been placed under the Cincinnati Northern Elevator at Marshall, Mich.

The new elevator at Luckey, Ohio, is said to be proving too small and an addition will be built.

Geo. M. Wilbur has succeeded the Shields-Wilbur Co. in the grain business at Marysville, Ohio.

A. L. Alkire, whose elevator at Woodlyn, Ohio, was burned a few weeks ago, is preparing to rebuild.

Coen & Brady of Rensselaer, Ind., have bought the grain business of O. Barnard & Son of Fowler, Ind.

The Richmond Elevator Company will build a large elevator and extensive hay sheds at Avoca, Mich.

The firm of McLaughlin Bros. Co. has succeeded to the grain business of James McLaughlin at Holly, Mich.

The elevator at Zanesfield, O., has been refitted, and is now better equipped for business than ever before.

The new Adamson Elevator at Roachton, Ohio, is nearly completed. It will be operated by a gasoline engine.

Emery Thierwechter & Co.'s new elevator at Oak Harbor, Ohio, is expected to be completed by October 1.

Luther Stoler has purchased from the estate of D. C. Yoder a half interest in the elevator at Topeka, Ind.

Jenkins & Stryker of Norwalk, Ohio, have secured from the estate of L. S. Chapin the grain elevator in Ihron.

G. Myse, William Weber and J. S. Ryehener are building a new grain elevator at Pettisville, O. It will be 36x38 feet.

The New Paris Grain Co. is the successor of W. J. Charpie at New Paris, Ind. It is reported that they will build an elevator.

The Heyman Milling Company of Monroeville, O., will erect a large elevator in Richmond Township on the B. & O. Railway.

The firm of Lenox Bros., dealers in grain and live stock at Richwood, Ohio, has been dissolved. O. P. Lenox continues the business at Richwood and

Claibourne while W. H. Lenox takes the business at Woodland.

Winn & Winn of Lucerne, Ohio, will enlarge their elevator to accommodate their increasing business.

J. W. Martin has purchased for his elevator at Bancroft, Mich., a 5-horse power gasoline engine from the Detroit Motor Works.

The M. C. Burt Grain Co. of Morristown, Ind., has purchased the elevator plant at Manila of C. E. Trees and will remodel it throughout.

S. C. Priest, a grain dealer of Greensville, Ohio, who was reputed to be wealthy, failed recently. The liabilities are said to be upward of \$3,000.

The Michigan Milling Company of Ann Arbor, who recently purchased the C. E. Burns elevator at Howell, Mich., has thoroughly overhauled it.

Doestiner Bros. of Detroit, Mich., have purchased from Southworth & Co. of Toledo the large elevators and corn cribs located at Moffitt, Ohio.

Harley M. Beck of Mt. Blanchard, Ohio, has leased a large building at Findlay, Ohio, and will carry on an extensive wholesale hay, straw and grain business.

The Colburn Grain Co., Colburn, Ind., have been making additional improvements in their new elevator and placing a No. 8 Reliance Corn Cleaner and a Bowsher Feed Grinder.

Oliver Buck, who has been associated with his father in the elevator at Linden, Mich., for several years, has gone to West Branch, Mich., to build and manage a new elevator.

The Bourbon Mill & Elevator Co. of Bourbon, Ind., is remodeling its old elevator and building on an addition. The contract was awarded the C. M. Seckner Engineering Co., Chicago.

C. E. Burns, recently of Howell, Mich., and who operated elevators at several points, has located in the Chamber of Commerce Building at Detroit and will buy beans and grain in car lots throughout the state.

Fred, J. P. and Frank Thoman have leased the L. S. & M. S. Elevator at Lansing, Mich., and are installing new cleaning and elevating machinery. They will handle beans and all kinds of grain and seeds.

The McLane Elevator Company of Battle Creek, Mich., has been reincorporated with a capital stock of \$45,000, under the name of McLane, Swift & Co., with the following officers: President, G. L. McLane; vice-president, A. L. Watkins; treasurer, F. G. Baird; secretary, T. W. Swift.

SOUTHERN.

R. L. Wilson will erect an oil mill at Cordele, Ga.

A new 40-ton cotton oil mill is in operation at Epes, Ala.

A new 75-ton cottonseed-oil mill is in operation at Cullman, Ala.

A. P. Crawford has sold out his feed business at Smithville, Texas.

The new elevator at Corsicana, Texas, is completed and in operation.

The firm of W. M. Nixon, dealing in grain at Augusta, Ga., has been dissolved.

The Farmers' Oil Co.'s new mill near Anderson's, S. C., is ready for the season's grind.

The Atlantic Cotton Oil Company of Sumter, S. C., will erect an oil mill at Wadesboro, N. C.

The Oklahoma Mill Co., Kingfisher, Okla., are going to add a new grain elevator to their plant.

The Sabine Land & Improvement Company will build the grain elevator reported at Sabine, Texas.

The Savannah Rice Mill Company of Savannah, Ga., will put in elevating and conveying machinery.

The Atlantic Cotton Oil Company will build an oil mill at Wadesboro, N. C., with capacity of fifty tons.

The Greer-Moore Elevator Company has been incorporated at Anna, Texas, with capital stock of \$10,000.

M. L. Spencer and W. E. Davis have bought an interest in the grain business of T. C. Edwards, at Alvin, Texas.

The Cameron Mill & Elevator Co. are building an elevator at Valley View, Texas, on the site of one burned some time ago.

A new elevator has been completed at Coyle, Okla. It will be operated by W. H. Coyle, with J. E. Douglas as local manager.

The Louisville Seed Company has opened a wholesale seed warehouse at Louisville, Ky. The firm is composed of W. R. Emery, who for several years past has been connected with Lewis & Chambers,

and George E. and H. D. Hayes, who have been connected with the Ross Seed Company.

The Columbus Cotton Oil Co. has been incorporated and has let the contract for the erection of an oil mill at Columbus, Miss.

The Cameron Mill & Elevator Company of Fort Worth, Texas, will rebuild its elevator at Valley View, Texas, lately burned.

Mr. Milliron has retired from the hay firm of Martin & Milliron at Nashville, Tenn., and the business is continued by J. D. Martin.

The Planters' Cotton Oil Company has been chartered at Meridian, Miss., with a capital of \$25,000, by W. J. Dickinson, J. G. Boswell and others.

The Caldwell Oil Mill, at Caldwell, Texas, has made many alterations and improvements in its plant, including elevating machinery of large capacity.

The W. N. Jones Company has been incorporated at Petersburg, Va., with W. N. Jones, president, and W. N. Jones Jr., secretary, for the manufacture of cotton oil, etc.

James Stewart, elevator builder, has been in consultation with parties in Galveston, Texas, and says he is quite certain that new elevators will be built in Galveston next season.

L. L. Peak's grain office at 235 King Street, Chattanooga, Tenn., was entered by burglars on the night of August 3, and about \$40 in currency was taken, besides some checks.

The Ninth Street Elevator at New Orleans, the property of the New Orleans Elevator Co. and the oldest building of this class in the city, has been sold to a Boston syndicate for other than elevator use.

Hammond & Snyder, a large grain exporting firm of Baltimore, Md., have engaged a cargo of No. 2 hard wheat, of about 200,000 bushels, to be shipped from Galveston, Texas. This is their first Gulf cargo.

Pittman & Harrison recently sent from Sherman, Texas, to Atlanta, a special freight train of twenty-five cars of Texas oats. They were for Augusta, Ga., and Carolina points. This is said to be the largest single shipment of oats from Texas to the Southeast.

The Texarkana Mill & Elevator Company of Texarkana, Ark., is enlarging its plant from a capacity of 85 barrels to 600 barrels per day. New machinery, costing \$6,900, has been installed. The completed plant has cost about \$17,000 and gives employment to thirty men. It is one of the most complete plants of its kind in the state.

WESTERN.

John P. Vollmer is erecting a grain warehouse at Genesee, Idaho.

Stooke & Amery have completed a new warehouse at Sprague, Wash.

Aaron Kuhn has bought the Farmers' Alliance warehouse at Guy, Wash.

David Richardson will build a 100,000-bushel grain warehouse at Ritzville, Wash.

Corbett Brothers will build an additional grain warehouse at Huntsville, Wash.

C. L. Fish is building a new grain warehouse, 40 by 70 feet, at Sprague, Wash.

The J. Q. Adams Grain Company is enlarging its warehouse at Chelan Falls, Wash.

The Pacific Coast Elevator Company is enlarging its grain warehouse at Washtucna, Wash.

Hill & Moore have added one story to their grain warehouse at Kersey, Colo., and are grinding and elevating.

The movement of wheat at Latah, Wash., is said to be unprecedented. The average yield is reported as 25 bushels.

Two grain buyers are located at Columbus, Wash., this season—the Wasco Warehouse Company and Phillips & Aldrich.

Hayfield Brothers are erecting a grain warehouse, 40 by 100 feet, about two miles west of Farmington, Wash., on the Northern Pacific Railroad.

McDonald Brothers, grain dealers, of Conlee City, Wash., have dissolved partnership. G. McDonald continues at Conlee City and J. W. McDonald at Hartline.

At a meeting of the stockholders of the Farmers' Elevator Company of Mosca, Colo., held August 4, the business of the company was found to be in a prosperous condition.

The grain elevator of the Wheatland Roller Mill Company at Wheatland, Wyo., which was destroyed by fire recently, will not be rebuilt this summer. A much larger elevator will be constructed next summer, with all the latest improvements. The

company lost by the fire about \$10,000 above the insurance.

Wheat grades in the state of Washington for the new crop will remain the same as last year, viz.: No. 1, 58 pounds and over; No. 2, 56 to 58 pounds; No. 3, 54 to 56 pounds.

The Point Richmond Terminal Co. has been incorporated at Martinez, Cal., with a capital stock of \$800,000, and will build grain warehouses and elevators at the terminus of the Santa Fe Railway Company.

The fire department of Tacoma, Wash., has constructed a system of hose chutes down the steep bluff leading to the new elevators of the Northern Pacific Railway. The Railway Company is co-operating with the city in securing adequate fire protection.

Kerr, Gifford & Co. began business in their new warehouse on the dock at Tacoma, Wash., on September 3. Over 150 carloads of sacked grain were waiting in the railroad yards, a portion of which was to be cleaned and resacked before being loaded on vessels for export.

Grain buying is the most active business at Cnl de Sac, Idaho, at the present time. The Clearwater Grain Co. are constructing a grain warehouse, 36x100 feet. The Harvey Warehouse is being extended 50 feet on one end, while the Woods-Conway Warehouse has been enlarged and improved.

The Pacific Coast Elevator Company has erected a sack shed, 30 by 100 feet, as an addition to its warehouse at La Crosse Junction, 40 miles southwest of Colfax, and two new grain warehouses between Walla Walla, Wash., and Wallula. The combined buildings have a capacity of 60,000 sacks, and the La Crosse building 110,000 sacks.

MISSOURI, KANSAS AND NEBRASKA.

John Weisthaner is building an elevator at Weatherford, Okla.

G. C. McKay has sold out his grain business at Palmer, Neb.

H. L. Kunce is building a 10,000-bushel elevator at Rock, Kan.

H. Calkin is building an addition to his elevator at Wabash, Neb.

Dowling & Purcell Company are erecting an elevator at North Bend, Neb.

Charles McCloud has purchased Hubbel Brothers' elevator at Bradshaw, Neb.

Nye & Schneider Company are putting a new engine in their elevator at Pilger, Neb.

Buckman & Marquardt will tear down their old elevator at Avoca, Neb., and will build a new one.

W. A. Meyer has succeeded to the grain business of the Gaylord Shipping Association, at Gaylord, Kan.

Johnson & Thierolf have made important improvements at their elevator at Solomon Rapids, Kan.

The American Grain & Fuel Co. of St. Louis, Mo., has been incorporated under the laws of West Virginia.

The Farmers' Elevator Company has been incorporated at Verdi, Kan., with capital stock of \$5,000, to buy and sell grain.

The Crowell Lumber & Grain Co., Blair, Neb., recently purchased two Hall Grain Distributors for their elevator at that place.

The Updyke Elevator at Stockham, Neb., is being enlarged to 20,000 bushels' capacity. It will be operated by a 5-horsepower gasoline engine.

The Farmers' Grain & Stock Company has completed its elevator at Hooper, Neb., and now has one of the best equipped houses on the line.

The grain firm of Jaques & Johnson at St. Paul, Neb., has been merged into the Jaques Grain Company, controlling a line of elevators in Nebraska. J. L. Johnson continues as local manager.

The C. A. Dayton Grain Company has been incorporated at St. Joseph, Mo. The capital stock is \$10,000. The stockholders are Charles A. Dayton, Charles G. Benton and Henry Lichtig.

The Brooklyn Elevator & Grain Company has been incorporated at St. Louis, Mo., with capital stock of \$5,000, by W. D. Judd, J. O'Rourke and P. P. Bliss. H. R. Hall, attorney, St. Louis.

The new elevator of the Wells & Hord Grain Company at Central City, Neb., is about completed. It is one of the largest houses in that part of the country and is equipped in first-class manner.

A single shipment of 3,000,000 pounds of oats was made recently by the quartermaster's department, from Holdrege, Neb., to San Francisco, for army use in the Philippines. The oats had been inspected in the bins of the elevator at Holdrege, but were subjected to a further inspection. Double

sacks were provided and the grain was poured into these from the elevator as it passed into the car. The grain was inspected and loaded at the rate of 300,000 pounds a day. The entire shipment of 76 cars came from Nebraska farms, and the sacks were manufactured in Omaha.

IOWA.

An elevator is to be built at Essex, Ia.

A grain elevator is being built at Truesdale, Ia.

J. G. Hughes is building an elevator at Collins, Ia.

Work is in progress on a new elevator at Sperry, Iowa.

The elevator at Rockford, Iowa, has installed a car loader.

A. Hindert of Minonk, Iowa, is building an elevator at Oman.

J. H. Mussey has sold his elevator business at Arnold, Iowa.

An addition is being erected to the new elevator at Madrid, Ia.

The new elevator at Joice, Ia., is rapidly nearing completion.

The Interstate Elevator Co. will build an elevator at Schaller, Iowa.

Shindley & Kunze is a new grain and live stock firm at Atlantic, Iowa.

The new elevator at Lavinia, Iowa, began operations early last month.

The Manning Mercantile Company will build an elevator at Manning, Ia.

Pease Bros' elevator at Varnia, Iowa, was opened for business last month.

The Western Grain Company is building an elevator near Knierim, Ia.

White & Milligan have purchased the Wiswell Elevator at Rolfe, Iowa.

Oscar Rossing has a new elevator nearing completion at Ottosen, Iowa.

Kirts & Son have built an addition to their elevator at Lavinia, Iowa.

The Marfield Elevator Co. have completed an elevator at Stanhope, Iowa.

The Hartley Grain Company are completing their elevator at Hartley, Ia.

Somers Bros. of Dickens, Iowa, have built an elevator at Gillett Grove.

An elevator has been completed at Stout, Iowa, by the Nye & Schneider Co.

The Interstate Elevator at Peterson, Ia., is completed and taking in grain.

Wesche Bros. have a new elevator nearly ready for business at Webb, Iowa.

Henry Codner has put in a new engine at his elevator in New London, Ia.

The new Kinsella Elevator at Orawa, Ia., is now completed and receiving grain.

C. C. Green has succeeded the grain firm of Dawson & Green at Rodman, Iowa.

The Des Moines Elevator Co. has purchased the Horton Elevator at Wiota, Iowa.

S. B. Williams recently purchased G. S. Lawbaugh's elevator at Madrid, Iowa.

S. E. Medbury has bought John Clary's new elevator at Hornick, Ia., for \$7,250.

The Davenport Elevator Company's new elevator at Davenport, Ia., is completed.

The Skewis Elevator at Albert City, Ia., is in operation, with Otto Johnson as manager.

The Sidnam Grain Co. have made extensive improvements to their plant at Aurora, Iowa.

The Peter Taylor Elevator at Alden, Iowa, was recently purchased by the Western Grain Co.

Bowen & Regur of Des Moines have purchased A. C. Bondurant's elevator at Bondurant, Iowa.

The St. Paul & Kansas City Elevator Company has completed an elevator at Sioux Rapids, Ia.

J. H. Hamilton & Co. have succeeded to the grain business of A. W. Hagerman at Mondamin, Iowa.

The D. Rothschild Grain Co., Davenport, Iowa, has increased its capital stock from \$50,000 to \$100,000.

Joe Mussey recently purchased the Central Elevator at Grove, Iowa, and is now buying grain there.

The stockholders of the Spencer Grain Co. held their annual meeting at Spencer, Iowa, last month. A dividend of 8 per cent was declared, and R.

Troendle was re-elected president; E. H. Tryon, treasurer, and T. O. Phelps, secretary.

Gilchrist & Co. of Thompson, Iowa, have rented and are operating the Tripoli Lumber Co.'s elevator.

The elevator at River Sioux, Ia., has again changed hands and the former renter is now in charge.

The St. Paul & Kansas City Elevator Co. have engaged H. F. O'Neill to run their elevator at Terril, Iowa.

Miller & Frisbie, Lime Springs, Iowa, have built an engine house at their elevator and installed a gasoline engine.

O. A. McCall has purchased Frank Albros' interest in the elevator business of Albros & Isham, at Estherville, Iowa.

J. H. Hamilton & Co. of Leigh, Neb., have purchased the City Mills and Elevator of F. H. Laidwig, at Modale, Ia.

The grain firm of Rolfe & Nordstrom at Burnside, Iowa, has been dissolved. S. A. Nordstrom continues the business.

Dawson & Hahn recently completed a 25,000-bushel elevator at Mallard, Iowa. It is the second elevator in that town.

Nye & Schneider Co., Mason City, Iowa, have placed a Hall Grain Distributor in their new elevator at Zaneta, Iowa.

Two elevators are being erected at Pocahontas, Iowa; one for Connelman & Co. and one for the Wheeler Grain & Coal Co.

The Spencer Grain Company will build an elevator at Chatsworth, Ia., to replace the house recently destroyed by fire.

Connelman & Co. of Chicago and Bowen & Regur of Des Moines have each completed a new elevator at Palmer, Iowa.

King & Smith of Aurora, Iowa, have their elevator remodeling completed, and find it a great convenience in doing business.

Harper & Co. of Manson, Iowa, have their elevator, which they recently moved to a new site, in first-class shape for the fall trade.

The Nye & Schneider Co. are erecting an office building at Mason City, Iowa. It will be of stone, 22x60 feet, and the scales will be covered.

John Neil and J. F. Dunbar have purchased the Central Elevator, scales, coal shed and corn cribs at Leland, Iowa. They are also buying live stock.

The De Cou Elevator at Woodbine, Iowa, has been moved to a new location along the Illinois Central tracks and a gasoline engine installed to furnish power.

Work has been commenced on a 10,000-bushel elevator at Essex, Iowa, for G. M. Gynne. It will be larger than the burned elevator which it is replacing.

Ira Conger has sold his elevator at Early, Iowa, to the Martfield Elevator Co. of Winona, Minn. The latter company already owned an old building at this point.

L. J. Fitzpatrick of Maurice, Iowa, has leased his elevator to Michael King of Utica, S. D. M. H. Ford will conduct the business at this point for Mr. King.

Charles Connelman & Co., Des Moines, Iowa, are erecting 12 elevators of about 25,000 bushels' capacity each, along the Gowrie branch of the Rock Island Railway.

The St. Paul & Kansas City Grain Co. recently purchased J. R. Robson's elevator on the M. C. & Ft. D. at Clarion, Iowa. They have engaged James Sturgeon as buyer.

Geo. W. King, Ida Grove, Iowa, has purchased Saper Bros' elevator and is building a warehouse in front of it in which he will conduct a feed store and flour exchange.

James H. Larson has been trying to organize a cooperative elevator company among the farmers about Roland, Iowa. Up to the present he has not met with much success.

Owing to ill health, Orville Overholt of Onawa, Iowa, has sold his elevator to Bartlett, Frazier & Co. of Chicago. James Folek, who was employed by Mr. Overholt, has been engaged as manager.

Noble Rolfe has sold out his share in the grain business at Harcourt, Ia., to his partner, Mr. Nordstrom, and the firm name will be Nordstrom & Son. Frank Nordstrom will manage the business.

The McFarlin Grain Co. of Des Moines are building another elevator at Madrid, Iowa. It will be 18x60 feet, with bins about 60 feet deep. It will be located near the present house and operated from the same power plant. The McFarlin Company has houses along the various lines of the Milwaukee

road, and Madrid is a very convenient point for storing, cleaning and shipping.

The Wheeler Grain & Coal Co. of Laurens, Iowa, has been incorporated with a capital of \$20,000. The incorporators are L. W. Wheeler, W. S. Wheeler and H. H. Wheeler. They are erecting four or five elevators in that vicinity.

The Northwestern Iowa Grain Co. of Mason City inform us that they have purchased the Reed, Harris & Co. elevator at Ventura, Iowa, and will place J. L. Welshans in charge. They have also purchased the F. J. Wells elevator at Clear Lake, with C. B. Tague in charge, and the Smith & Cole elevator at Emery, with E. L. Garner in charge. The two latter houses are located on the Mason City & Clear Lake Electric Line and are operated by electric motors.

THE DAKOTAS.

A new elevator is being built at Riverside, S. D. John Klovstad has bought an elevator at Dwight, N. D.

The farmers of Hurley, S. D., will build an elevator.

Jessen & Lange are erecting an elevator at Mansfield, S. D.

Whollon & Co. will build a grain elevator at Alpena, S. D.

The Northwestern Elevator at Finley, N. D., has been closed.

Robert Leschinsky is in charge of the elevator at Summit, S. D.

An independent elevator will probably be built at Gary, S. D.

Four elevators at Courtenay, N. D., will not be opened this season.

Two of the elevators at Pingai, N. D., will not be opened this year.

The Farmers' Elevator at Frederick, S. D., is in charge of Steve Cahill.

The Empire Elevator at Warner, S. D., is in charge of M. M. Fowler.

The Farmers' Elevator Company is building an elevator at Davis, S. D.

The Peavey Elevator Company is building an elevator at Butterfield, S. D.

It is reported that a fourth new elevator is to be erected at Wentworth, S. D.

Fred D. Stunkel of Nash, N. D., has bought the Brooks Elevator at Grafton.

G. Y. Hyde and W. W. Cargill are each building an elevator at Lakefield, S. D.

The M. & N. Elevator Company will rebuild its elevator at Church's Ferry, N. D.

The Royal Elevator Company has built a 15,000-bushel elevator at Kenmore, N. D.

J. F. Hemsley will operate the Stead Elevator at Walthalla, N. D., for Wm. Herriot.

W. H. Stokes has completed a new 50,000-bushel grain elevator at Castlewood, S. D.

F. B. Grimshaw is devoting his personal attention to his elevator at Clark, S. D.

The Farmers' Elevator Company at Brookings, S. D., has put in new wagon scales.

The Farmers' Elevator at Blanchard, N. D., is now completed and ready for business.

R. R. Miller of Aberdeen, S. D., now has charge of the Bagley Elevator at James, S. D.

The Crown Elevator Company of Minneapolis is building an elevator at Hickson, N. D.

The Farmers' Elevator at Blanchard, S. D., is now completed and ready for business.

The Monarch Elevator at Coburn, N. D., is open for business in charge of James French.

The O'Connor Bros' elevator at Leyden, N. D., is now open, in charge of Frank Hemsley.

Fred Chesley, dealer in grain at Running Water, S. D., has gone out of business at that place.

The Bay State Milling Company of Winona, Minn., is building an elevator at Astoria, S. D.

The Dakota Elevator Company's elevator at Emerado, N. D., is in charge of George Veitch.

Jacob Fergen and Daniel Shearer have purchased the Hunting grain elevator at Parkston, S. D.

Hubbard & Palmer are erecting elevators at Beaver Creek, Currie, Westbrook and Butterfield, S. D.

Charles Maxwell has bought an interest in A. E. Parmenter's elevator at Scotland, S. D., and the new firm will be known as Parmenter & Maxwell.

They have recently put in a 14-horse power engine and a new feed mill.

A. T. Danielson of Grafton, N. D., has taken charge of the Cargill Elevator at Hatten, N. D.

The Worthing Elevator Company has made some improvements to its elevator at Worthing, S. D.

The Consolidated Elevator Company has entirely remodeled and rebuilt its elevator at Joliette, N. D.

The Crown Elevator Company will build an elevator at Selby, a new town west of Bowdle, S. D.

The Russell-Miller Milling Company have opened their new elevator and warehouse at Wimbledon, N. D.

Furber & Hay have erected a new elevator at Britton, S. D. A gasoline engine furnishes the power.

The Danvers Elevator Company has been incorporated at Danvers, S. D., with a capital stock of \$10,000.

The Farmers' Elevator Company of James, S. D., is putting a stone foundation under its elevator building.

The South Dakota Board of Railroad Commissioners has appointed an inspector of scales and elevators.

Carlson & Driscoll, dealers in grain and implements at Emery, S. D., dissolved partnership on September 1.

The Claremont Elevator Company has been organized at Claremont, S. D., to build an elevator at that place.

The Duluth Elevator Company has opened its branch house at Schurmeier, N. D., with Mr. Hancock in charge.

The Heising Elevator Company is building a new elevator at Doyan, a new town between Crary and Bennett, N. D.

A large tank has been put in the top of the elevator at Amenia, N. D., for a reserve water supply in case of fire.

The McCaull-Webster Company will put in new dump scales and elevator at their warehouse in Bradley, S. D.

N. J. Olson has decided to open his elevator at Jessie, N. D., this fall. Albert Markuson will be in charge of it.

The Monarch Elevator at Buffalo, N. D., has been thoroughly repaired, and is now in charge of H. G. Gage.

The National Elevator Company has secured D. L. Stewart of Manvel, N. D., to take charge of its house in Cavalier.

The grain buyer for the Eagle Roller Mills at Verdon, S. D., is said to have absconded, leaving a shortage of \$7,000.

The new Cargill elevator at Drayton, N. D., has a capacity of 16,000 bushels. Power is furnished by a gasoline engine.

The St. Anthony Elevator Company has made extensive repairs on its elevator at Burch, S. D., including a new engine.

The Lake Preston Milling Company's elevator at Bradley, S. D., is being remodeled and new dump scales are being added.

A 25,000-bushel elevator is being erected at Beresford, S. D., for J. W. Reedy. It is expected to be completed by October 1.

The Loomis Elevator at Letcher, S. D., is completed and in operation. It is a 20,000-bushel house run by a gasoline engine.

The Northwestern Elevator Company have made extensive repairs and improvements in their elevator at South Shore, S. D.

The Farmers' Elevator at Summit, S. D., was opened for business the last week of August, with Henry Snnstrom in charge.

The Interstate Elevator Company of Minneapolis, is putting a full line of elevator machinery into its elevator at Beresford, S. D.

The elevator of the St. Anthony & Dakota Elevator Company at Galturt, N. D., will be equipped with a Hall Grain Distributor.

The Monarch Elevator Company will keep open their house at Hannaford, N. D., this season, but will not ship out any wheat.

The Crown Elevator Company of Aberdeen, S. D., has bought W. G. Bickelhaupt's elevators at Millard, Faulkton and Orient, S. D.

The Farmers' Elevator Company of Mayville, N. D., formally accepted the new elevator August 8, and are now ready for business.

The Lake Preston Milling Company has applied to the Chicago & Northwestern Railway Company for an elevator site on the railroad property at

Astoria, S. D. The railway company refused, and an appeal was taken to the South Dakota Board of Railway Commissioners.

Dr. P. C. Donovan of Neche, N. D., has bought O'Connor Bros' elevator at Leyden. Wallace O'Hare has been placed in charge of it.

John Burgan, who conducted the Farmers' Elevator at Milbank, S. D., has bought the Ely Elevator at that place and is putting in dump scales.

A Mr. Perry of East Sioux Falls, S. D., has secured from the Illinois Central Railroad Company an elevator site on the grounds of the company at East Sioux Falls.

The Spencer Elevator Company and the Hunting Elevator Company have men at work rebuilding their elevators at Lemnox, S. D., that were burned in the fire of August 5.

The Farmers' Elevator Company has been incorporated at Davis, S. D., with a capital of \$5,000. Uble Johnson, M. Springer, George Kramer and others are the incorporators.

E. Brenne & Co. is a new firm of grain buyers at Sioux Falls, S. D. They also manufacture Minnehaha stock food. They were formerly at Kimball, S. D. The firm is composed of E. Brenne and W. J. Anderson.

At a recent meeting of the Dakota Elevator Company of New Rockford, N. D., the resignation of J. W. Lahart as president and director was accepted, and L. A. Arbogast was elected president and treasurer and L. B. Arbogast secretary. The company now owns and operates twelve elevators in Minnesota and North Dakota.

The S. Y. Hyde Elevator Company has just completed a large elevator at Wentworth, S. D. E. A. Rippe and McCaull, Webster & Co. have their houses about finished. August Abraham and Oscar Schutz will build an elevator at once. This will make six elevators in Wentworth, all of them equipped with modern machinery, dumps, scales and gasoline engines.

EASTERN.

A grain elevator is being erected at Whittenton, Mass.

Fish Brothers will erect a grain elevator at Brndett, N. Y.

Grove & Lauer have opened a grain warehouse at York City, Pa.

R. T. Dodge has closed out his grain business at Henniker, N. H.

A. D. Potter & Co. will build a large grain warehouse at Orange, Mass.

Charles E. Porter has started in the grain business at Wickford, R. I.

A. R. Manning & Co. are building a new grain warehouse at Yantic, Conn.

Jonathan Giffin is building a grain and hay storage warehouse at Kantner, Pa.

O. B. Mills has moved his grain store at South Portland, Me., into a larger building.

Phillips, Bates & Co. have put an engine into their grain elevator at Harrover, Mass.

Fred Keene has sold his grain business at Dixfield, Me., and will remove to Portland.

Sitley & Son, grain merchants of Camden, N. J., are erecting an elevator at Gloucester, N. J.

Chute & Co. are erecting a building to be used as a grain and feed store at East Eddington, Me.

The Grand Trunk Railroad will not build another elevator at Portland, Me., this year, as proposed early in the season.

W. T. McLaughlin & Co., grain dealers of West Roxbury, Mass., have opened a branch store at 2029 Center Street, in that city.

Lawrence & Taylor, doing a general flour, feed and grain business at Malone, N. Y., have dissolved partnership, Mr. Lawrence continuing.

Hosmer & Green have succeeded W. W. Hosmer in the grain business at Westfield, Mass., Arthur E. Green having been taken into partnership.

The H. D. Dunkel Company has been incorporated at Baltimore, Md., with capital stock of \$10,000, to deal in grain and farm products.

Miller Brothers & Co. have put into their elevator at Bergen, N. Y., a power seed, grain and bean cleaner with a capacity of 450 bushels of grain or 250 bushels of beans an hour.

The Western Transit Co. has decided to install in its elevators A and B at Buffalo water tanks with a capacity of 4,500 gallons each. Instead of being erected on the roofs and being supplied by pumps, as is usually done, they will be located on the machinery floor. The necessary pressure to supply the sprinkler pipes will be provided by compressed air.

This the company believes will be a surer plan than depending on steam pumps, and the plan is said to meet with the approval of insurance men.

Eames & Towne have put a new set of bins in their grain store at Keene, N. H. There are twenty-five bins in all, each having a capacity of about 600 bushels. A bucket elevator also has been provided.

Briggs & Company have removed all the machinery from their grain elevator and have sold it to G. W. and C. A. Lane of Belfast, Me., who will erect it at their plant there. The Briggs elevator has been idle for about four years.

Louis G. Sayles is building a grain elevator at Dayville, Conn., with a capacity of 400 bushels an hour. He has installed a 35-horse power steam engine and will run a shelling machine, corn cracker, separator and feed grinding machinery.

The Electric Grain Elevator Company of Buffalo, N. Y., is building an addition to its elevator. New steel tanks are being added to increase the capacity of the elevator to 1,800,000 bushels. The work is being done by the Steel Storage & Elevator Construction Company.

The New York Central Railroad Company is planning an enlargement of its yards at Weehawken, N. J., along the west bank of the Hudson River, at a cost of between \$3,000,000 and \$4,000,000. A new grain elevator and a grain yard with a capacity of 220 cars is included in the project.

WISCONSIN AND MINNESOTA.

Hendricks, Minn., wants more elevators.

A new elevator is to be built at Clinton, Minn.

Two new elevators are being erected at Welcome, Minn.

Frank Antonsen is in charge of the elevator at Averill, Minn.

The Farmers' Elevator at Willmar, Minn., has been enlarged.

George C. Stevenson has erected an elevator at St. Charles, Minn.

A nice new elevator has just been completed at Beaver Creek, Minn.

E. J. Sullivan has opened his grain warehouse at New Lisbon, Wis.

H. P. Christ is building an elevator and feed mill at Marinette, Wis.

New shipping bins have been placed in Gold's Elevator at Renville, Minn.

George Law has put a new steam engine in his grain elevator at Stanton, Minn.

John De Master has leased the Phoenix Elevator at Cedar Grove, Wis., for another year.

D. C. Harrington has opened his elevators at Hatfield, Gray Gables and Pipestone, Minn.

The Farmers' Elevator at McIntosh, Minn., is now open and in charge of J. D. Knuteson.

The new Richmond Roller Mills Company is building a small elevator at Deer Park, Wis.

Stoppenbach & Lytle are making extensive improvements on their elevator at London, Wis.

The St. Anthony Elevator Company has completed a new power house at Crookston, Minn.

The Cargill Elevator Company has built a new brick engine room and office at Kirkhaven, Minn.

The Pioneer Steel Elevator Company of Minneapolis has increased its capital stock to \$100,000.

The Northwestern Elevator at Brandon, Minn., is open for business, with A. C. Kay as buyer.

J. L. Ross is erecting a new cleaning elevator on Winter Street, near Banks Avenue, Superior, Wis.

The St. Anthony & Dakota Elevator Co. have installed an elevator in their house at Wylie, Minn.

Peter Spartz is putting up a grain elevator at Sankville, Wis., to have a capacity of 10,000 bushels.

O'Connor Brothers of Washburn, Minn., have bought the Pankhurst grain business at Boyd, Minn.

Andrew Thompson, grain dealer of Atwater, Minn., is said to have been made an involuntary bankrupt.

The Jackson Milling Company of Stevens Point will build a large warehouse and elevator at Wausau, Wis.

The Atlas Elevator Company will rebuild its elevator at Redwood Falls, Minn., which was burned August 8.

The Spring Grove Stock and Grain Company has erected an elevator at Spring Grove, Minn., with a capacity of 20,000 bushels, at a cost of

\$2,500. This company is composed of over 300 farmers and business men.

The Cargill Elevator Company has put a new iron stack 120 feet high on its elevator at Green Bay, Wis.

The Crescent Elevator at Minneapolis is being repaired by the Barnett & Record Company at a cost of \$2,000.

The Wolverton Elevator Company has been incorporated at Wolverton, Minn., with a capital stock of \$2,500.

The Wykoff Grain Company is repairing its elevator at Pine City, Minn., and remodeling it for a cleaning station.

The Eagle Mill, of New Ulm, Minn., is building a new elevator with a capacity of 250,000 bushels and costing \$50,000.

The directors of the Farmers' Elevator Co., Twin Valley, Minn., have accepted their new elevator from the contractor.

An independent elevator is to be built at Hutchinson, Minn. L. A. Ritter, E. J. Stearns and Eli Drew are interested.

The Thorp Elevator at Long Prairie, Minn., has been closed for this crop year, owing to the scarcity of grain in that vicinity.

The new elevator of Osborn & McMillan at Buffalo, Minn., is now being operated under the supervision of D. Cruikshank.

The Peavey Company will build a 25,000-bushel elevator at Stewart, Minn., on the site of the one recently destroyed by fire.

E. L. Bullen of Dexter, Minn., has bought from the Wykoff Grain Company their grain elevators at Dexter and Waltham, Minn.

Richard Barnes & Son of Milton Junction, Wis., have bought of J. S. Fetherston his elevator, flour and feed business at Milton, Wis.

The Farmers' Elevator at Renville, Minn., has put a new flax bin into its elevator, in expectation of a great trade in flax this fall.

The Farmers' Elevator Co. of New Richland, Minn., have purchased from Babcock Bros. & Campbell the elevator at that place, for \$4,500.

The Marshall County Elevator Co., Ltd., of Warren, Minn., has been organized with a capital stock of \$50,000. The stockholders are farmers.

W. W. Cargill's elevator at Easton, Minn., is now in operation after having been shut down for a month. Theo. Terhune is the buyer.

The McCabe-Dayton Company has been incorporated at Minneapolis, with capital stock of \$2,500, to do a general business in cereals and seeds.

The American Malting Company has bought the old Cowdry & Wheeler Elevator at Kasson, Minn., and has placed it in charge of George Gleason.

The S. Y. Hyde Elevator Company has leased H. H. Palmer's elevator at Zumbrota, Minn., and will operate it with James G. Lawrence as manager.

The Western Elevator Company of Minneapolis has purchased the 22,000-bushel elevator at Cottonwood, Minn., from the A. E. Anderson Company of that place.

The Kewaunee Grain Company, with a branch elevator at Casco, Wis., has dissolved partnership. Joseph Duvall & Son will conduct the business in the future.

The Western Grain Co. of Winona have ordered, through their contractor, L. O. Hickok, a Hall Grain Distributor, to be installed in their new elevator at Steen, Minn.

The new Great Northern elevator at Superior, Wis., is in process of erection. The brick masonry will extend up 42 feet and above it the construction will be of steel.

The St. Paul Elevator "B" at Milwaukee, Wis., has been leased by the recently incorporated Morris Grain Co., in which Z. Bartlett, Morris Bros. and others are interested.

E. M. Jacobson, who has been manager of the Andrews & Gage elevator at Henning, Minn., for several years, has moved to Richdale, Minn., and opened the elevator at that place.

At a meeting of the stockholders of the Farmers' Elevator Company at St. Peter, Minn., it was decided to retain the plant and continue it under the same management. The plant is now out of debt and stock worth par.

Willetts & Runkel succeed Robert Eliot & Co., grain dealers, of Milwaukee, Wis., the oldest grain firm in that city. The new firm is composed of L. L. Runkel and T. F. Sullivan, both employees of the old firm of long years' standing, and Irving B. Willetts, formerly with Paine & Co. The firm of Robert Eliot & Co. began in the grain business

in 1855, forty-five years ago, and now is the oldest firm in Milwaukee, if not in the West.

The old Keith & Cairns elevator at Kennedy, Minn., has been bought by the Western Grain Company of Minneapolis. It will be thoroughly repaired and operated by the purchasers.

Halst & Tedford of Brainerd, Minn., recently purchased from Anton Roscoe 873 bushels of wheat for \$584.20, which is said to be the largest single consignment of wheat ever delivered in that city.

The State Elevator Company of Minneapolis will erect five steel grain tanks, 50 feet in diameter by 65 feet high, of 100,000 bushels' capacity each, at the south end of the company's new plant in Northeast Minneapolis.

The Farmers' Elevator Co. of Chokio, Minn., whose loss by the embezzlement of \$3,200 by their agent was reported last month, have leased their elevator to C. O. Green. While the loss was serious, it will not force the company out of business.

Axel Berg has purchased Myron Phinney's interest in the new Ryan & Phinney elevator at Keneth, Minn., and will be associated in the business with Martin Ryan. Mr. Phinney will continue to buy grain for Hubbard & Palmer at Magnolia, Minn.

At a recent meeting of the S. Y. Hyde Elevator Company, La Crosse, Wis., the following officers were elected: S. Y. Hyde, manager and president; C. E. Bennett, vice-president and superintendent; Arthur A. Morse, secretary; Clark W. Thompson, treasurer.

Wells, Pearce & Company are building an addition to their elevator at Morris, Minn. It will be 24x36 feet, and will be used for a feed mill, flour exchange and warehouse. Their five-horse power gasoline engine will be replaced by a 14-horse power engine.

John C. Geraghty of Minneapolis, Minn., trustee in bankruptcy of E. M. Walbridge of Northfield, Minn., has been receiving bids for the purchase of the Walbridge elevators at Northfield, Randolph, Echo, Belview and Cannon Falls, Minn., and has already sold several of them.

At the annual meeting of the Farmers' Elevator Company at Buffalo, Minn., the following officers were elected: L. G. Gilbert, president; W. D. Oakley, secretary; A. Fremd, treasurer. A board of five directors, consisting of Herman Otten, Knute Gilbert, Frank Boerner, John Hoaglund and Peter Bjorklund, was appointed.

Foster & Miller have secured from the State Railway and Warehouse Commission the right to erect an elevator on the right of way of the Chicago & Northwestern Railway Company at Vesta, Minn. Last fall they built a warehouse there and the company hitched a locomotive to it and tore it to pieces. They appealed to the State Commission, with the above result.

According to the Herald of Luverne, Minn., the total elevator capacity of Rock County is about 540,000 bushels, 147,000 of which was added this year by the erection of eight new elevators. There are 24 elevators in the county, six of which are located in Luverne, and have an aggregate capacity of 102,000 bushels, giving Luverne nearly double the capacity of any other place in the county.

Ward Ames of Duluth, Minn., has bought the interest of the Brooks Brothers in the Brooks-Ames Company, of Duluth, and is now sole owner. The deal involves the control of Duluth terminals and of a line of elevators extending west from that city. For ten years this company has been doing business, the Brooks Brothers meanwhile controlling a separate and larger line of elevators through the Brooks-Griffith Company of Minneapolis. As the Brooks-Ames was incorporated, there will be no immediate change in the name. The Brooks Brothers made the change in order to centralize their interests and to concentrate their business in their Minneapolis office.

CANADA.

John Carveth has purchased a grain warehouse at Newtonville, Ont.

The Lake of the Woods Milling Company is building a new elevator at Killarney, Man.

J. H. McConnell and Frank Coombes have formed a partnership in the grain business at Hamiota, Man.

W. Wright of Bradford, Ont., has leased a storehouse near the depot, which will give him improved facilities for carrying on the grain trade.

Mr. Alex. Woods, on behalf of the James Robertson Co., has interviewed the Montreal Board of Harbor Commissioners as to their willingness to grant or obtain from the government a cash bonus for the erection of an elevator on their property adjoining the Windmill Point pier, the intention being to establish port terminals there for the Canada

Atlantic Railway. The Board has asked Mr. Woods to make them a definite proposal.

New elevators have been erected this season in Manitoba, Melbourne, Treherne, Rathwell, McTavish, Elm Creek, Carievale, Pierson, Crandell, Poplar Point, Rosser and Indian Head.

T. H. Everson of Oshawa, Ont., has bought from the estate of the late W. T. Lockhart the elevator and grain warehouse at Newcastle, Ont., and will give the business his personal attention.

The Ogilvie Elevator Company has built a new elevator at McTavish Siding, a point on the Canadian Pacific Railway six miles north of Morris, Man. P. Henze of Grctna is in charge.

It is reported that the Northern Elevator Company will rebuild its elevator at Treherne, Man., which was recently burned. The company's elevator at Margaret, Man., with capacity of 35,000 bushels, is completed.

The Quebec Terminal Co. of the city of Quebec has applied for incorporation with a capital of \$150,000, to deal in grain and carry on an elevating, wharfing and shipping business. Hon. R. R. Dobell is among the applicants.

The new elevator at Meaford, Ont., is about completed. About thirty-five laborers employed on the building struck for higher pay. They were receiving \$1.35 and asked for \$1.50 a day on account of the added risk in working on a high building. After a slight disturbance most of the strikers returned to work at the old wages.

Fires - Casualties

An elevator at Walcott, Iowa, was blown down by a tornado August 17.

Lawther & Son, grain dealers of Dallas, Texas, are reported burned out.

T. F. Orton & Co.'s grain warehouse at Potosi, Wis., was damaged by fire recently.

The Van Osdel elevator at Mission Hill, S. D., was moved from its foundation by a severe storm recently.

The Kinsella Grain Company's elevator at Colon, Neb., was burned August 24. Loss, \$8,000; insurance, \$3,500.

The elevator at Sperry, N. D., was struck by lightning August 11 and burned to the ground. Loss, \$4,500.

The Empire Grain and Elevator Company's building at Binghamton, N. Y., was slightly damaged by fire August 26.

Andrews & Gage's elevator at Davenport, N. D., was struck by lightning and slightly damaged in the storm of August 5.

Fire damaged H. N. Beakley's grain and wool storehouse at Coleman, Texas, August 31. Loss, \$4,500; insurance, \$1,000.

Carrington, Hannah & Company's elevator at Gifford, Ill., was slightly damaged by a fire which started in the engine room.

C. B. Johnson & Co.'s grain warehouse at Kingfisher, Okla., was destroyed by fire August 30. Loss \$2,000; insurance, \$1,400.

The elevator at the India wharf, near Hamilton Avenue, Brooklyn, N. Y., was damaged by fire to the amount of \$2,500 August 31.

The Van Dusen Elevator, at Harrold, S. D., was destroyed by a cyclone which struck that town about 5 o'clock p. m., August 18.

The Cochran Grain Company's warehouse at Midland, Tex., was destroyed at 2 o'clock a. m., August 29. Loss, \$4,000; insurance, \$1,000.

The new elevator at Scottsburg, Ill., was struck by lightning August 20. It had been only recently completed. The damage was not serious.

George Powell's grain elevator at Blythe, Ont., was destroyed by fire September 6, about 10 o'clock p. m. The origin of the fire is not known.

Fire damaged the property of the Scruby Brothers' Grain and Implement Company at Chillicothe, Mo., August 2, to the amount of about \$10,000.

Giebel & Armstrong's elevator at Alma, Minn., was burned to the ground August 3. The building was valued at about \$1,000, it was insured for \$500.

The Duluth Elevator Company's elevator at Dassel, Minn., was burned September 6. The elevator caught fire from burning cinders from an adjoining barn. The loss was covered by insurance.

The elevator of the Patent Cereals Company, at Geneva, N. Y., gave way August 17, the entire building falling toward the canal. The roof fell in with a crash and many bags of grain were thrown

into the canal and ruined. The loss will probably amount to considerably more than \$1,000.

Abe Alkire's grain elevator at Woodlyn, Ohio, was destroyed by fire August 15. Loss, \$3,500, partly insured. The fire was caused by lightning.

The elevator at New Richmond, Wis., was damaged by a fire which started in the engine room, August 25. The loss was about \$1,000, insured.

E. B. Greathouse's elevator at Temple, Texas, collapsed, August 25, from too great load. The elevators in that vicinity are taxed to their utmost capacity.

The National Elevator, near Abercrombie, N. D., was destroyed by fire at 4 o'clock a. m., August 11. The elevator was insured. The fire originated from lightning.

The elevator and mill at Wolseley, Assiniboia, were destroyed by fire August 20. The elevator contained about 10,000 bushels of wheat, which was partially insured.

Frederick Ulrich, a painter, fell eighty feet from a grain elevator at Peru, Ind., August 24 and escaped with slight injuries. He fell into the muddy bed of an old canal.

The Northern Elevator, at Treherne, Man., caught fire about 1 o'clock in the morning of August 17 and was burned to the ground. About 2,500 bushels of wheat were destroyed.

The elevator at Blue Springs, Neb., was struck by lightning during a storm recently and caught fire, but the flames were extinguished before serious damage had been done.

Duncan & Tarbox's large broom corn warehouse at Newman, Ill., was destroyed by fire August 30. Broom corn valued at \$10,000, belonging to the trust, was burned. It was insured.

M. F. Crissman's grain warehouse at Manchester, Ohio, collapsed during the night of August 19, and 1,600 bushels of wheat stored on the second floor escaped from the building. Loss, \$600.

Layton & Taylor's grain elevator at Strahan, Iowa, burned down about 4 o'clock a. m., August 16. It was struck by lightning. There were only about 1,000 bushels of oats in the building.

The chimney of the Clement Elevator at Fari-bault, Minn., which has not been used for several years, toppled over and fell on the engine house adjoining and smashed in the roof and damaged the boiler.

G. A. Gibson's grain warehouse at Cayuga, Ont., containing 5,000 bushels of wheat, was burned August 3. The loss was between \$5,000 and \$6,000; insurance partial. The origin of the fire is not known.

T. O. Strandness' elevator at Bradley, S. D., was struck by lightning during the storm of August 12. The bolt ran from top to bottom and landed in the pit, where it tore up the boot and shattered the stone wall.

The Farmers' Shipping Association Elevator at Volga, S. D., was struck by lightning about 7:30 p. m., August 23. Fire broke out, but was extinguished by the prompt action of citizens who happened to be near.

The Exchange Elevator at Bird Island, Minn., belonging to H. Poehler & Co., of Minneapolis, was burned down September 5. Loss, \$2,000. The building had been undergoing repairs, which had been finished the day previous.

The Kinsella Elevator at Colon, Neb., was burned down recently by a fire which originated from the furnace. A crack in the brick wall allowed the furnace fire to communicate to the cob house. The company will rebuild at once.

The old Star Elevator, located at Sixth Street and Railroad Avenue, East St. Louis, Ill., was burned to the ground September 2. The building had not been in use for several years, the machinery having been removed. The loss was about \$1,200.

Torrence, Vary & Company's grain and hay storehouse at Lynn, Mass., caught fire about 9:30 o'clock, a. m., September 5 and was totally destroyed. The fire is supposed to have originated in spontaneous combustion in the hay. The loss was about \$4,500, of which \$3,000 was on stock and \$1,500 on building. Insured.

The elevators of E. A. Brown and the Meriden Grain Company, at Meriden, Iowa, were destroyed by fire August 12. The losses were: E. A. Brown, Luverne, Minn., on elevator, \$1,500; 400 bushels of grain, insured; Meriden Grain Company, elevator, \$1,500; insurance, \$1,000; 10,000 bushels of grain, insured.

The Dakota Elevator, at Buffalo, N. Y., was burned August 13, together with 500,000 bushels of grain. The fire started in the machinery loft and worked its way downward through the machinery room to the bins. It is believed to have been caused by spontaneous combustion. The Dakota Elevator

was located on the Blackwell canal, almost opposite the ruins of the Eastern Elevator. The loss is estimated at over \$300,000. The insurance was \$248,750.

The Minnesota and Northern Elevator at Arvilla, N. D., was burned August 28 in a general conflagration which destroyed the business portion of the town. It was a 100,000-bushel house worth \$20,000, and contained 35,000 bushels of wheat.

The Farmers' Elevator at Bellevue, O., managed by Joseph Sherck, was destroyed by fire about midnight, September 6. A car containing 1,250 bushels of oats on the side track was also consumed. The loss is estimated at \$11,000, with \$6,000 insurance.

A warehouse belonging to J. R. Hale & Sons, at Murfreesboro, Tenn., containing about \$20,000 worth of grain, was destroyed by fire August 2. About \$10,000 of the loss falls on farmers who had stored grain in the warehouse. It was fully covered by insurance.

Lee Lawson's grain warehouse at Lorena, Texas, fell to the ground at night August 27. It was a complete wreck. The contents, consisting of 14,500 bushels of oats and 500 bushels of wheat, were damaged. Three hours before the crash three men were at work painting the roof.

The Cameron Mill and Elevator Company's elevator at Valley View, Texas, containing 3,000 bushels of wheat, was destroyed by fire August 9. The flames originated in the engine room about 9:30 o'clock a. m., and spread rapidly. Building and grain were partially insured.

Samuel Finney's grain elevator at Marshfield, Ind., with contents, was destroyed by fire September 1. Both building and contents were a total loss. The building was valued at \$4,000 and insured for \$2,800. There was \$4,100 insurance on grain. Mr. Finney will probably rebuild at once.

Adams Brothers' storehouse at East Manchester, N. H., was set on fire by some person unknown, August 22. A lighted match was dropped through a crack in the building close to the baled hay. The hay ignited and about a bale and a half of it was consumed before the fire burned out.

Eger Finstad fell 128 feet from a point near the top of the new Great Northern Elevator at Superior, Wis., August 23, and was almost instantly killed. He was sliding down a rope from the apex of the structure and in some way lost his hold and plunged downward. He was 20 years old and unmarried.

The American Cereal Company's largest elevator at Akron, Ohio, was damaged by fire shortly before midnight, August 21. The origin of the fire is not known. The damage was chiefly to the grain, of which 150,000 bushels were ruined by fire and water. The loss on both house and grain was fully covered by insurance.

The Spencer Grain Company's elevator at Lennox, S. D., was destroyed by fire August 5, Sunday morning, about 3 o'clock. The fire was of incendiary origin, probably set by tramps. The Hunting Elevator Company's house adjoining was consumed also. Both buildings were fully insured. They will be rebuilt at once.

W. H. Stokes' grain elevator at Gettysburg, S. D., was destroyed by fire August 21. The house was insured for about two-thirds of its value and contents were fully covered. This is the second elevator Mr. Stokes has lost by fire in the last few months, the other one being at Castlewood. The Castlewood house has been replaced by a new modern building.

Philander Smith, engineer for George W. Cable & Co., at their elevator in Marengo, Iowa, was drawn into the machinery and killed August 11. He went to the top of the elevator to oil and adjust some of the machinery, when in some way he was caught by the belt and drawn onto the shaft. He was whirled alternately against the rafters and floor and dashed to death. His head was crushed, his hands mutilated and leg broken. Martin Kinavey, the manager, discovered him in a very few minutes and cutting the belt released the body.

A fire which originated in some baled hay in Ross & Whiting's elevator at Chetopa, Kan., August 16, consumed the entire structure and 20 tons of hay, 5,000 bushels of oats, 400 bushels of flax and some wheat. The elevator was insured for \$400, and the loss on grain was covered by insurance. The fire spread to H. L. Strong's new elevator, just completed, and destroyed that building and 2,000 bushels of oats and 150 bushels of flax, on which there was no insurance. A large corn crib adjoining, the property of J. F. Shields of Chetopa, was also burned.

There is a lively demand for reinsurance on grain in Kansas City and St. Louis elevators. There is some question about rates on the Santa Fe elevator at Kansas City. Some companies are holding out for \$2.25, but considerable insurance is being placed at \$1.75.

CROP REPORTS

Corn in Oklahoma is said to be badly spotted and will not make more than one-fourth a crop.

Statistician Snow has again raised his estimate of the wheat crop to 510,000,000 bushels. He began at 480,000,000.

The Regina Flour Mill Company of St. Louis estimates wheat at 521,000,000 bushels, of which 321,000,000 is winter and 200,000,000 spring.

The worst harvest weather in a quarter of a century has been experienced in Manitoba this year. Rain has fallen in torrents and wheat in stack has been found sprouting, molding and rotting.

The yield of broomcorn in Central Illinois is reported as far from satisfactory, showing in many instances a decrease of one-half to three-fifths the tonnage taken from the same fields last year.

According to latest reports from the flax harvesters, the crop in North and South Dakota, Iowa and Minnesota will be fully up to expectations, and after providing for all possible wants there will be 6,000,000 bushels for export.

Indiana farmers have gone into corn and oats raising on a large scale. While wheat has been a failure in many sections of that state, the conditions for oats and corn have been ideal and an enormous yield is promised.

It is estimated that the production of corn in South Dakota this year will exceed 60,000,000 bushels. This means a radical departure in agricultural methods in that state. The wheat crop will not exceed 21,200,000 bushels, in the opinion of many.

Iowa expects a corn crop that will surpass all records. The government report places the condition at 105, which is six points higher than any other state, Missouri following with 99. Farmers have refused 25 cents a bushel for corn in the field.

Ex-Gov. John Miller of North Dakota thinks 20,000,000 bushels of wheat a liberal estimate for North Dakota. Commissioner of Agriculture Thomas estimates 18,000,000 to 20,000,000 bushels. The average condition of wheat September 1 is given by the United States Department of Agriculture as 69.6, a relatively low average.

The Michigan September crop report shows an average yield of wheat per acre of seven bushels. The quality is poor. Oats have had a very favorable season and average 36 bushels per acre throughout the state. The quality is good. Rye averages 15 bushels. Corn promises to be one of the largest crops ever grown in the state. Its condition as reported was 97.

The corn crop of Illinois for 1900 is estimated at over 300,000,000 bushels. In 1897 it was 247,150,000 bushels, the largest yield in any year with the exception of 1896, when it was 284,573,000 bushels. In Central Illinois the corn conditions are excellent, but in the southern part of the state there is some complaint of dry weather. That, however, is not the corn section of the state.

Kansas is short on corn crop, which Secretary Curn says will be disappointing. His estimate August 1 was 145,000,000 bushels, as compared with 225,000,000 bushels in 1899. Since then the hot, dry weather has been very unfavorable; and this has been followed by heavy rains which have still further damaged corn. The latest estimates range from 75,000,000 to 100,000,000 bushels for the state. The yield of rye will be about 1,983,683 bushels; of oats, 32,457,035 bushels; of barley, 3,329,969 bushels, and of flax, 1,685,161 bushels, according to official estimates.

Oats will be a large crop this year because of the seeding to this grain of many abandoned wheat fields. In Indiana, for example, the oats crop will be about 50,000,000 bushels, which is fully double last year's crop. Even in the Far West, where the wheat crop is usually very heavy, the yield of oats is large and the quality satisfactory. In Canada the oat crop will go far toward recompensing the farmers for the loss of their wheat. Ontario will produce 88,000,000 bushels or more. Foreign advices are to the effect that oats are a good average crop, with the exception of some parts of England and Germany, where the weather has not been favorable.

The government crop report shows that in the principal corn state much of the early corn crop is now beyond possible injury from frost. Late corn is a failure in portions of Missouri and Arkansas and has been injured by drought in some parts of Kentucky and by wet weather in western Kansas. Elsewhere the reports indicate an excellent crop of generally good quality. The reports of damage to corn in Kansas, Oklahoma and Missouri are not of sufficient importance to affect the crop as a whole. Iowa and Illinois will have immense yields. Nebraska is assured of a large yield. Indiana and her neighboring states are surpassing their previous records. The condition on September

1, as shown by the government report, was 80.6, which is 1.1 points lower than the mean September average for ten years past.

The crop report of the Department of Agriculture for September 1 gives the average condition of corn as 80.6, which is 6.9 points lower than on August 1 and 4.6 points lower than on September 1, 1899. The condition at harvest of spring and winter wheat was 69.6, as compared with 80.9, the mean of the September averages for the last ten years. The average of oats was 82.9 at harvest, which is slightly above the mean of the September averages for the ten years past, 79.8. The average of barley at harvest was 70.7, as compared with the mean September average of 83.9 for ten years past. Winter and spring rye combined averaged 84.2, slightly below the ten-year mean of 86.5. Buckwheat averaged 80.5, as compared with 86.3, the ten-year average for September. Taken as a whole, the grains show a falling off, both from last year's average and from the September average of ten years past.

BARLEY AND MALT

The Peoria Malting Company of Peoria, Ill., is erecting new buildings and additions to its plant to cost \$40,000.

The Minnesota Malting Company is building an elevator at Red Wing, Minn., to have a capacity of 180,000 bushels.

The American Malting Company has repaired its elevator at Stockton, Minn., and has placed it in charge of S. T. Gwinn.

Eastern buyers are said to be paying 70 cents a hundredweight or \$14 a ton for No. 1 barley at Walla Walla, Wash., which is equal to \$17.50 a ton at Tacoma, or \$1 above the market price at the latter place. Tacoma buyers do not expect to receive much No. 1 barley in the face of such competition.

Lake freight rates from Duluth to Buffalo now enable Duluth shippers to compete with Chicago shippers of barley. Railroad rates from interior points in Iowa, South Dakota and Southern Minnesota are equally favorable, and Duluth is looking forward to a big season of receipts and shipments of barley.

American Malting Company stock has been advancing in price lately through various influences. Malt itself has advanced about 15 per cent; the company is doing a good volume of business at a fair profit; the management is careful and systematic and has introduced many economies of great value.

Receipts and shipments of barley and malt at Cincinnati for the month of August were as follows: Malt, receipts 55,997 bushels; shipments, 50,375 bushels, as compared with receipts of 39,075 and shipments of 28,955 bushels in the same month in 1899. Barley, receipts, 16,812 bushels, and shipments, 160 bushels, as compared with receipts of 927 and shipments of 705 bushels in August, 1899.

According to the D. H. Stuhr Grain Company's barley letter, issued under date of August 27, barley in general will not average nearly as good in quality as the 1899 crop. Iowa averages up best of the states in quantity and general quality. In all states barley was stained and damaged by heavy rains while standing in shocks, and, in consequence, a large percentage of the crop will contain sprouted and rotten grains—more this season than for twenty years. There will be a larger percentage of feed barley and it will not average as good this year as last. The government report for 1899 made the total yield 73,381,563 bushels. Stuhr's estimate for 1900 is 63,780,247 bushels. The stock of old barley carried over into the season of 1900 is less than in previous years, except in the Pacific slope states.

Julian Kuné, in his annual barley report prepared especially for the Western Brewer, estimates the 1900 barley crop at 65,000,000 bushels. This report, which is most carefully made, covers the four barley growing states of Iowa, Minnesota, Wisconsin and Minnesota very thoroughly. The reports from Iowa show that the acreage in that state is a trifle smaller than last year, but that the yield being somewhat larger, the total crop will not fall much below last year's figures of 12,000,000 bushels. There will be a large quantity of barley in Iowa fit only for feed. In Minnesota the reports show that the acreage is about the same as last year, but that the yield is smaller, which would make the crop between 6,000,000 and 7,000,000 bushels. Two-thirds of the crop is said to be stained and a large proportion of this two-thirds is unfit for malting purposes. The Minnesota crop will be poor at best. In Wisconsin there is a decrease in acreage of about 5 per cent, while the shortage in yield is about 12 to 15 per cent from

last year's crop, so that, in round numbers, the Wisconsin barley crop this year will not be much over 6,000,000 bushels, as against 7,500,000 bushels. The quality is mostly good, but the color is off, not more than 15 per cent being bright. In South Dakota the total crop will be less by 1,000,000 bushels than last year, when it was nearly 6,000,000 bushels for export and feed purposes, and not more than 25 per cent will be fit for malting. The new crop, as a whole, considered from the standpoint of quality and color, is considered by Kune as decidedly mixed, and probably three-fourths of the barley crop tributary to the Chicago, Milwaukee and Buffalo markets is stained.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.

Imports—	Bushels.	Value.
July, 1899	20	\$6
July, 1900	226	103
Seven mos. ending July, 1899..	21,345	9,749
Seven mos. ending July, 1900..	18,658	9,091
Exports—		
July, 1899	1,273,144	612,325
July, 1900	394,332	186,452
Seven mos. ending July, 1899..	2,295,328	1,251,456
Seven mos. ending July, 1900..	8,136,332	3,816,676

BARLEY MALT.

Imports—		
July, 1899	none	none
July, 1900	778	1,089
Seven mos. ending July, 1899..	2,321	1,979
Seven mos. ending July, 1900..	3,462	3,648
Exports—		
July, 1899	33,862	24,835
July, 1900	22,175	16,272
Seven mo. ending July, 1899..	275,880	196,715
Seven mos. ending July, 1900..	174,708	128,168

Items from Abroad

A second pneumatic elevator has been erected at Hamburg, with an hourly capacity of 5,500 bushels.

An official contradiction was issued August 27 of the rumor of an impending prohibition of the export of Russian cereals.

The Argentine's wheat exports to Great Britain for the first six months of 1900 were valued at \$17,382,000 against \$9,311,000 in 1899.

Over 200,000,000 bushels of home-grown grain is transported to the mills and malt houses of Great Britain by rail. It is all handled, however, in bags and none in bulk.

Among the exports of the Argentine for the first six months of 1900 were 39,556,696 bushels of wheat; 7,592,439 bushels of corn; 179,044 tons of linseed, and 237,450 bales of hay.

Wm. Goodwin, 268 Calle Reconquista, Buenos Ayres, who is at the head of a London syndicate, is in the market for materials for building a grain elevator at Buenos Ayres, to cost about \$700,000.

The Breslau Chamber of Commerce has published a strong protest against the campaign now being carried on in certain German circles against the renewal of legalized option trading in the Empire.

The insect known as *cereus pygmaeus* has ravaged the oats in certain provinces of Algeria, causing a deficit of the crop of 150,000 hundredweights. The entire crop of the colony is, however, sufficient for its requirements.

Hungarian minister of agriculture estimates world's wheat crop at 2,440,000,000 to 2,495,000,000 bushels. The largest wheat crop this decade was 2,832,200,000 bushels in 1898, and the smallest was 2,172,000,000 in 1897.

The machinery for handling grain at the Bristol Docks is finished and giving entire satisfaction. It will handle 75 tons (2,750 bushels) per hour from several points. A steel marine leg also has been put in, which discharges upon belt conveyors to the various parts of the granary.

The government of Rumania in 1882 constructed public grain warehouses at a cost of about \$4,500,000. They are fireproof and well equipped. It costs only about 50 cents to handle a ton of grain (36 2-3 bushels) through them, which is cheaper than at the seaport warehouses of Europe.

Argentine linseed is growing in importance in British markets, the Oilseed Association having adopted a standard sample of linseed of this year's crop; the sample was deposited at South Sea House, where it might be inspected and a small packet thereof obtained on payment of a small fee.

The province of Tucuman, Argentine Republic, produces considerable quantities of rice; but there is not enough grown to supply the demand. The deficiency is supplied by importations, some of which goes from the United States. The native

rice commands the higher price, however, on its merits.

The Spanish government in the Canary Islands has given to a provincial company the right to collect customs duties at Teneriffe, on grain, as follows: Wheat—\$1.54 per 200 pounds; as flour, \$2.54; millet—61 cents; as flour, 92 cents; oats and rye, 50 cents; corn and barley, 84 cents; oats, rye, barley and corn as flour, \$1.37. All other port charges are, however, abolished, thus making Teneriffe comparatively a free port.

J. K. Carthew, the English wheat expert, estimates the world's wheat crop for 1900 at 2,224,000,000 bushels. Of this total, he says America will produce 540,000,000 bushels; Russia 336,000,000, France 296,000,000, India 240,000,000, Hungary 141,000,000, Italy 128,000,000, Germany 112,000,000, Spain 96,000,000, Argentina 80,000,000, Canada 48,000,000, Australia 52,000,000, Belgium 96,000,000, United Kingdom 56,000,000.

Mr. Mathieson, the railway commissioner, of Melbourne, says the British Australian, has advised the government to place \$1,000,000 on the estimates as a provision for the handling and storage of wheat in bulk. He points out that the \$250,000 originally proposed is ridiculously inadequate to provide for the requirements of a port like Melbourne. Before any expenditure whatever is incurred, Mr. Mathieson recommends that those interested in the handling of grain should be required to give a guarantee that they will avail themselves of the new elevator system which may be recommended on the return of Mr. Mathieson from a tour of elevator inspection in America.

The annual summary of the Argentine minister of agriculture for 1899 calculates the wheat production for that year as 2,857,138 tons (104,762,912 bushels), of which amount 80,000 tons were exported as flour, 618,000 tons consumed at home and 203,000 reserved for seed. This leaves 2,631,000 tons (96,470,000 bushels) available for export, but the records show that only 1,725,000 tons (83,250,000 bushels) were exported. The London Standard says: "Judging from the above statistics, it may not perhaps be too optimistic to put the probable total export of wheat for the present year at some 2,000,000 tons, and to expect that the development in this branch of agricultural industry will not only maintain itself but will spread rapidly."

FLAXSEED

Barnett Bros. succeed A. L. Barnett in the hay business at Barnett, Ill.

A machine for thrashing flax without destroying the straw has been invented by a man named Larimore of Scio, Ore.

The mortgage for \$1,500,000 given by the National Linseed Oil Company, now the American Linseed Company, in 1896, for the purpose of issuing 1,500 one-thousand-dollar bonds, has been released.

The flax acreage in the vicinity of Fargo, N. D., is 110 per cent greater than last year and 400 per cent greater than two years ago. This is due to the establishment of linseed oil and flax fiber mills at Fargo.

In Barnes County, N. D., the flax acreage this year, according to the assessor's returns, is 87,886 acres, as compared with 44,719 acres in 1899. In 1899 the total yield was 451,811 bushels—an average of about ten bushels per acre.

The American Linseed Company has put its mill at Sioux City, Iowa, in thorough repair and it is now crushing. The capacity of the mill has been increased from 2,800 bushels of flaxseed a day to 3,600, and the run will be night and day for a year.

Reports from North Dakota state that not a little flax has been plowed under recently. The standing flax is in all stages of growth, from the blossom to maturity. Much of the early flax is very good; some of the late flax is good, and some is nearly worthless.

Officers of the American Linseed Company say that it is not true that the company has on hand an embarrassing surplus of flaxseed from last year's crop. They assert that the stock of seed in store is about sufficient to carry on the crushing until the new crop is delivered and in condition for the mills.

Dornbusch's summary of the foreign flax situation states that India has reaped a very small crop; that the Argentine will not ship more, if as much, as in 1899; Russia, although reputed to have a somewhat larger acreage, will still fall short of its average exports, and already in the total world's shipments this season there is a deficit of 435,000 quarters. It is, therefore, very conclusive, says Dornbusch, that even should the United States ship 1,000,000 quarters, as estimated by some, compared with 340,000 quarters in 1899, the increase is largely discounted by the shrinkage above noted; and now that America has checked its downward course, the

market abroad is not only likely to steady itself, but in all probability a recovery of prices will follow.

The Duluth Commercial Record has been estimating the flax area of North Dakota at 1,650,000 acres, as against an estimate last year of 700,000 acres, but has cut these figures down to 1,400,000 acres. Judging from assessors' returns thus far, the report of the commissioner of agriculture will not be more than 1,250,000 acres.

A proposition was brought before the Minnesota Railroad and Warehouse Commission to establish a new grade of flax, something between No. 1 Northwestern and Rejected. The matter was referred by the Commission to the Board of Appeals, who decided to make no change in the flax rules this year. They will continue to grade flax under the old rule, that permitted a moderate amount of field damaged seed in No. 1 Northwestern.

According to the best authorities, the flax acreage is about as follows: Kansas, Missouri, Nebraska and Oklahoma, 300,000 acres; Iowa, 125,000 acres; Wisconsin, 50,000 acres; Minnesota, 500,000; South Dakota, 350,000, and North Dakota, 1,450,000, or a total of 2,775,000 acres, with a probable yield of 23,175,000 bushels. Deducting 1,500,000 bushels for seeding, there would be a shipping crop of 21,500,000 bushels, or 3,000,000 more than last year.

It is an absolute certainty that there is not at this time a short interest in September and October that cannot easily be taken care of by receipts, however light they may be, says the Commercial Record. Of course, a new demand might come up that would be insistent enough to want seed at any price; a frost might start such a demand. But at the present time the crushing trade seem inclined to wait, except for just what they are taking to keep running. This is noticeable of the American Co. as well as the Independents.

Directors of the American Linseed Company, at their meeting in New York August 16, declared the regular quarterly dividend of 1 1/4 per cent on the preferred stock, payable September 15. No dividend was declared on the common stock, the directors deciding to transfer the surplus to the working capital account. The company needs a constantly increasing cash capital, and the present policy seems to be to add surplus earnings to this capital, rather than to pay dividends on or buy up and retire the common stock, which is really all water.

The Duluth Commercial Record says there is evidence at hand that arrangements have been perfected whereby a fair percentage of Northwestern flax will never come on the market. This is a deal, practically, the same as in effect last year, with some of the large interior elevator companies, whereby all flax bought in the interior will be sold to one Chicago commission house, and thereafter is held subject to their order. By either putting it on the market or withholding it, the moving of prices two or three cents one way or the other becomes comparatively easy.

The new Warner linseed oil mill at Minneapolis is as near fireproof as it can be made, and has been offered an insurance rate of three-fourths of one per cent. The site covers more than nine acres and is on three lines of railroad, with sidetracks on the property to accommodate 12 or 15 cars. The main building is 626 feet long by 156 feet wide, with engine and boiler rooms at one end. There is a 100,000-bushel working elevator and five steel tanks, each with a capacity of 150,000 bushels of seed. The oil storage tanks have a capacity of 15,000 barrels. There are in the pressroom thirty 24-plate presses, arranged in six sets, with room for two more sets, the capacity of the plant being calculated at 8,000 bushels of seed per day. The completed plant will cost \$300,000.

The Minneapolis Chamber of Commerce has determined to open that market to trading in flax futures, such trades to go through the clearing house as trades in grain now go through. The flax selling will begin at 11 a. m. and will be subject to the following rules: "In sales of property to arrive, the seller shall have the privilege of twenty (20) days from the date of sale to deliver, and of delivering single cars of such property as they arrive, and such contracts shall be filled within one (1) per cent of the total amount, unless otherwise specified in contract at time of sale; and, in case delivery is not made in the specified time, the buyer may, after calling for delivery, if delivery is not made by 12 o'clock of the next business day, fill such sales by buying the property on the open market for account of the seller, or require settlement at the market price at the time of demand. Cash or collateral security may be required as provided for in Rule IX, sections 1 and 2, and the selling price for over or under delivery shall be the closing market price the day the grain is unloaded. In case of strikes, insurrections or other causes producing unavoidable delays, the question of extension of time of delivery shall, if the parties cannot agree, be decided by reference to the Arbitration Committee, whose decision shall be binding upon all parties to the contract."

PERSONAL

Melvin Noyes is managing an elevator at Lucca, N. D.

I. Knudson is manager of the grain elevator at Avon, S. D.

Dan Campion is grain buyer for the elevator at Harton, Minn.

John Kane is in charge of the Dakota Elevator at Sheyenne, N. D.

J. K. Spike has removed from Oto, Iowa, to Primghar, Iowa.

James French has opened the Monarch Elevator at Coburn, N. D.

S. Cahill has opened the Farmers' Elevator at Frederick, S. D.

K. B. Moorhous has removed from Boone, Iowa, to Ontario, Iowa.

John Rudd is now grain buyer for E. A. Brown at Luverne, Minn.

Gus Rippert is now stationed at the new elevator at Meservey, Iowa.

Bert Porter is in charge of his father's elevator at Strutsman, N. D.

John Moe represents the Freeman Elevator Company at Baldwin, Wis.

C. T. Haggard has taken charge of a grain elevator at Morris, Minn.

H. G. Gage takes charge of the Monarch Elevator at Buffalo, N. D.

Jacob Isely will have charge of the Atlantic Elevator at Courtney, N. D.

I. Armstrong continues in charge of the Cargill Elevator at Easby, N. D.

Marcus Kroeger is agent for the Peavey Elevator Company at Wayne, Neb.

James Cooper is the grain buyer at the Peavey elevator in Montrose, S. D.

Otto Davidson is in charge of the Great Northern Elevator at Hatton, N. D.

D. B. Shaw is the new agent at Andrews & Gage's elevator at Tower City, N. D.

W. H. Ballard has been assigned to the Atlas Elevator at Castlewood, S. D.

George Lieb has been installed as grain buyer in the elevator at Pratt, Minn.

Charles Fauset is in charge of McCabe Brothers' elevator at Backoo, N. D.

C. O. Aofedt is agent for the Imperial Elevator Company at Donaldson, Minn.

James W. Hickox is in charge of the Southwestern Elevator at Sheldon, N. D.

Thomas F. Garry is grain buyer for the Northern Grain Company at Derby, Minn.

John McAuley, formerly at Arthur, N. D., is in charge of an elevator at Hunter.

R. Miller is buying grain for the Bagley Elevator Company at James Station, S. D.

O. Dukson is representing the Orondo Shipping Company at Chelan Falls, Wash.

Wm. Clifford of Steen, Minn., is now manager of an elevator at Duncombe, Iowa.

C. M. Gilleland is representing the Wichita Elevator Company in Newkirk, Okla.

J. D. Fitzgerald will manage Pease Brothers' elevator at Varina, Iowa, this season.

Arthur Johnson is buying grain for the Hunting Elevator Company at Everly, Iowa.

James Hagen of Hazel, S. D., has taken charge of the elevator at Salesburg, N. D.

R. Laschinsky is buying wheat for the Empire Elevator Company at Bradley, S. D.

A. R. Campbell is buying wheat at the Andrews & Gage elevator in Alexandria, Minn.

T. C. Chandler succeeds Charles Green as manager of the elevator at Everly, Iowa.

M. Haukand is agent for the Northwestern Elevator Company at Forestville, S. D.

P. P. Engh will have charge of the Cargill elevator at Dwight, N. D., this season.

George P. Gleason of Kasson, Minn., is in charge of the elevator at Mantorville, Minn.

R. P. Roberts of Pierpont, S. D., is now wheat buyer for the Empire Elevator Company at Bristol, S. D.

Charles Green has been promoted by the Spencer Grain Company to the position of line man, and will look after the company's elevators at the stations

between Spencer and Gardner, Iowa, making his headquarters at Spencer.

W. Northey is again in charge of the Andrews & Gage elevator at Wyndmere, N. D.

D. H. Hulseman has resigned as postmaster at Welcome, Minn., to become a grain buyer.

Charles Payne of Primghar, Iowa, is in charge of the Hunting Elevator at Evander, Iowa.

M. J. Radcliffe of Watkins, Minn., is again wheat buyer for the Osborne Milling Elevator Co.

Walter Rudd is managing the Osborne & McMillan Elevator at Courtenay, N. D., this season.

N. S. Byington is in charge of the elevator of the Thorpe Elevator Company at Beltrami, Minn.

H. McArthur is manager of the Farmers' Warehouse Company's house at Chelan Falls, Wash.

George Lillie is grain buyer at the new elevator of the Cargill Elevator Company at Borup, Minn.

W. R. Bates, formerly of Webster, S. D., now has charge of the H. O. Franks elevator at Wilmet, S. D.

D. Page of Hamilton, N. D., is the new Northwestern Elevator Company's agent at Auburn, N. D.

J. T. Grow, formerly of Randolph, Neb., is now in charge of the Peavey Elevator at Blue Earth, Minn.

W. G. Phipps, formerly of Kansas City, Mo., is now with the Sloan Elevator Company at Sloan, Iowa.

George Thompson is buyer for the Victoria Elevator at Olivia, Minn. He was formerly at Hector, Minn.

I. A. Iverson, of Thompson, N. D., is grain buyer at the Monarch Elevator in Grafton, N. D., this season.

Charles Van Dewater has been engaged as grain buyer for the Martfield Elevator Company of Monroe, S. D.

J. H. Ehrle, formerly of Tyn dall, S. D., now has charge of McCaull, Webster & Co.'s elevator at Wilmet, S. D.

S. O. Larson has resumed his position as wheat buyer for the Imperial Elevator Company at Galchutt, N. D.

J. C. Bibb of Moscow, Idaho, has taken charge of the Tacoma Grain Company's warehouse at Kendrick, Wash.

M. P. Jennings of Minneapolis has taken charge of the Dakota Elevator Company's elevator at McHenry, N. D.

Ed. Brown has recovered from a recent illness and is now in charge of the M. & D. Elevator at Backoo, N. D.

Thomas McKennett succeeds E. D. Landon as manager of the McKennett Elevator Company at Bradley, S. D.

G. E. Hunt of Elberton, Wash., has taken charge of Balfour, Guthrie & Co.'s grain warehouse at Oakdale, Wash.

H. W. Davies, agent for the Bagley Elevator Company, has been transferred from Warner to Aberdeen, S. D.

E. H. De Vaul, who has had charge of an elevator at Everest, N. D., for some time, has been transferred to Devillo.

C. M. Parker, who had charge of an elevator in Blanchard, N. D., last year, is now buying wheat at Howe's Siding.

G. W. Warner, formerly of Freeport, Ill., is now at the head of the Warner Grain Company at Holmesville, Neb.

John Aker of Minnewaukon, N. D., has accepted a position with the Andrews & Gage Elevator Company at Mackintosh, Minn.

John Schlecht has been engaged as grain buyer for the Monroe Grain and Coal Company of Monroe, S. D., for another year.

W. R. Caswell, who was burned out in the recent fire at Redwood Falls, Minn., has decided to retire from the grain business.

James Buttrey has returned from a trip to England and Scotland and is now operating the St. Anthony Elevator, at Easby, N. D.

W. G. Amoss has left his position as manager of the elevator at Loveland, Cal., and is now manager of the new elevator at Windsor, Cal.

Chris Weitzel, manager of the Crowell Lumber & Grain Company of Crowell, Neb., has resigned his position and will remove to Omaha.

O. J. Hill, who has been in charge of the Northwestern Elevator Company's elevator at Bancroft, S. D., has been transferred to Butler, on account of

the closing of the elevator at Bancroft. He will buy grain at Butler and Putney.

E. D. Landon is buyer for the Farmers' Co-operative Elevator Company at Bradley, S. D.

Ed. Stevenson is operating the Stevenson Elevator at St. Charles, Minn., having taken the place of Mr. Malzahan, who is now at Winona.

F. E. Pope has taken charge of the elevator of the Omaha Elevator Company at St. Paul, Neb., as manager for the Omaha Elevator Company.

Percy Martin of Allenville, Ill., has removed to Sullivan, Ill., and will be engaged with his father in the manufacture of a patent grain loader.

D. W. Bunday, who has been traveling auditor for the Atlas Elevator Company, is now in charge of the company's elevator at Brookings, S. D.

Henry Lichtig of the Benton Grain Company, Benton, Mo., is now secretary and treasurer of the C. A. Dayton Commission Company, St. Joseph, Mo.

Henry Warren has been elected president of the Farmers' Elevator Company of Mosca, Colo., to fill the vacancy caused by the resignation of L. Keiffer.

F. H. Baldwin succeeds W. N. Bemis in the management of the elevator at Edgerton, Minn. Mr. Bemis moves to the new town of Kenneth, Minn.

Wm. E. Sheldon, formerly employed by Waldron & Walker, grain buyers of Jackson, Mich., is now managing Robert Lake's hay, grain and feed business.

E. N. Bradley, superintendent of the Peavey elevators at Duluth, suffered an injury to his foot during a regatta at that place and was laid up for ten days.

A. J. Pitkin has resigned as secretary of the S. Y. Hyde Elevator Company and has taken a position with the American Malting Company at Winona, Minn.

Fred Stevens has resigned his position as agent of the St. Anthony & Dakota Elevator at Cary, N. D., and will devote his attention to selling farm machinery.

M. W. Kellogg, representative of the S. Y. Hyde Elevator Company at Fountain, Minn., has been placed in charge of the company's branch at La Crosse, Wis.

T. P. Morgan, for a number of years agent for the Great Western Elevator Company at Englevale, N. D., is now with the same company at Great Bend, N. D.

Z. T. Leitch has bought T. A. Trévillion's interest in the grain warehouse at Harrisburg, Ill., and will be associated with J. R. Wasson in the grain business.

D. L. Stewart of Manvel, N. D., has been engaged as grain buyer by the National Elevator Company, with headquarters at their elevator in Cavalier, N. D.

J. B. Wilson, who has been Grand Trunk agent at Harvey, Ill., since the town was an infant, has resigned to take a position with the Midland Elevator Company.

George Taylor, who has been employed in Gilchrist & Company's elevator at Ionia, Iowa, has been promoted and is now manager of that company's elevator at Tripoli, Iowa.

C. V. Pollock has disposed of his interest in the grain business at Des Moines, Iowa, to Carrington, Hannah & Co., and will engage in the manufacture of a new quick adjusting wrench.

M. T. Dill, a prominent grain buyer of Prescott, Wis., has donated his large Woodland property to that city for use as a city park. It has a fine view overlooking the Mississippi River.

Albert Simonsen, who has been manager of the Jensen Elevator in Traer, Iowa, has resigned to accept the management of the Nye Elevator in Clutier, Iowa. John Sherrett succeeds him at Traer.

E. M. Jacobson, who has been manager of the Andrews & Gage elevator at Henning, Minn., for several years, has opened the elevator at Richdale, Minn., and will make some needed improvements in it.

Robert Lindblom, formerly a Chicago grain dealer, is said to be collaborating with a fair resident of Washington, D. C., Miss Ina Emry, in the authorship of a novel entitled "Unrest." The novel will discuss the possibilities of the higher life.

It is understood that the Grand Trunk Railroad will not build another elevator in Portland, Me., this year, as was talked earlier in the season. The railroad will, however, ultimately abandon the old elevator and the coal pockets and build on that wharf a warehouse at which some of the trans-Atlantic steamships may be loaded. This will increase the facilities of the terminal to a great extent.

HAY

L. W. Todd & Co. have succeeded Davies & Todd, hay dealers, at 85 Water Street, Boston, Mass.

Delos P. Rowland is said to have withdrawn from the hay firm of Kline & Co., Flint, Mich.

The Palouse country, Washington, reports a fine crop of hay this year, and high prices are expected.

Fire destroyed the hay warehouse of John W. Stagg at 105 River Street, Paterson, N. J., August 13. The loss was total, partially insured.

Employees of the Planters' Hay Compressor Company at Pana, Ill., struck for an increase of wages to \$1.50 a day, and were granted it and resumed work.

E. G. Crew has sold a half interest in his hay business at Fairfield, Ia., to his brother, A. J. Crew of Sioux City, and the firm will be known as Crew Brothers.

Hay is short on the Elbowoods Indian reservation in North Dakota, and the Indian owners of cattle will find it difficult to keep them through the winter.

The Pittsburg Grain and Flour Exchange has adopted commission charges on all grades of hay of 5 per cent. The minimum charge is 50 cents per ton, and the same charge is made on straw as on hay.

A sale of eighty tons of baled hay has been made to Seattle, Wash., parties, f. o. b. cars at Colfax, for \$10 a ton, which is regarded as a high price. It is said to be fully \$2 a ton above any other market.

Wiltse W. Robinson, of Mt. Vernon, Wash., has secured a government contract for 3,000 tons of hay for use in the Philippine Islands. He is now running two compressing machines, which will be kept at work until late in the fall.

The hay crop has been the salvation of the farmers in some parts of Oregon this year. In Washington County there was a serious shortage of wheat and oats, less than half a crop, but there was a good crop of hay, which brought \$10 to \$11 a ton.

From some sections of Minnesota reports still continue to come of the scarcity of hay and the consequent depreciation in value of stock. From other sections, however, the reports are very encouraging, showing that the late rains have insured a second crop of hay that will be of great value to the farmers.

In the Kittitas Valley, in the neighborhood of Ellensburg, Wash., the hay product will be about 50,000 tons, of which 35,000 will be available for export. Extra quality sold there recently at \$10.25 in the stack, which is equivalent to \$12.25 in the bale. The general price is stiff at \$11 a ton baled, with no pressure to sell.

A steamer under charter by the Dominou Government is loading 3,000 tons of Canadian hay at St. John, N. B., for South Africa. It is said that a large part of this hay is shipped by rail from Montreal and adjacent points to St. John, and much surprise has been manifested in Montreal that the steamer was not loaded at that port.

Hay is commanding a high price in Southern California, and most of it is being bought by Los Angeles dealers. The price for good hay in car-load lots is \$11.50 to \$12 at San Diego, but the dealers there say that Los Angeles men are paying close to those figures for hay in the field. They cannot understand where the profits come in at those prices.

In spite of the prejudice against clover as a hay for horses, good authorities may be cited to the contrary. Clover should be cut before the heads turn brown, and should be cured carefully. Then, if cut and moistened, so as to keep down the dust, with a sprinkling of corn and oats ground into meal, it makes an excellent feed. In hot weather the corn should be replaced with a mixture of wheat middlings and wheat bran.

D. A. G. Flowerree, a prominent ranchman of Northern Montana, has visited Washington recently to buy hay for his ranches. He is quoted as saying: "This will be a hard winter for stockmen in Montana. We are practically without hay, which we must have. I have been along the Columbia River and throughout the eastern and western hay districts of this state and have been able to pick up about 2,000 tons. This is not more than one-fifth of what I will require, and I am now about to start for Kansas and Missouri, where I hope to get what I want. This is the first hay famine we have ever had in Montana. In every section of this state I have visited I find orders have been placed ahead of me. I think, roughly estimating, that 300,000 tons of hay will be required in our state alone. If we are forced to go such a long distance for it,

it will be ruinous. In a great number of the sections we will be obliged to feed our stock all winter."

The Canadian Baling Company, Limited, has been incorporated at Montreal with a capital of \$1,000,000. The provisional directors are: Francis R. Hart and J. A. Parker, bankers, of Boston; James Scott, J. Delano Wood, manufacturers, and Robert D. McGibbon, Q. C., of Montreal. The company will manufacture baling machinery for baling hay, straw, cotton, etc., and will operate in Canada the Lowry press and baling patents.

The southern states have been troubled greatly with too much hay of a certain kind. It is the Johnson grass, which, though it makes an excellent hay and furnishes a large amount of grazing, is so prolific that it crowds out everything else. It has a thick, fleshy root stock that penetrates the soil in every direction and throws up a culm from every joint. A single piece of root an inch long left in the ground will be the prolific mother of a numerous progeny of stalks and roots within a year. Even salt will not kill it, the only way to eradicate it being to plow it up in midsummer and expose the roots to the hot sun continually.

According to reports from correspondents to the Orange Judd Farmer, the yield of hay in Michigan, Illinois, Indiana, Kansas, Missouri, Nebraska and other central western states runs all the way from one-half to 1½ tons per acre. In Nebraska where wild hay is grown almost exclusively, there is much complaint of injury from drouth. In New York the yield is variable, running from one-fourth to 1¾ tons per acre. The general complaint is dry weather, some correspondents holding that the season has been especially unfavorable for good hay. In Ohio and Pennsylvania the range is greater, some neighborhoods averaging 2½ tons. Ohio has some especially good hay, as has also Pennsylvania. In the Keystone State, however, rains during harvest time discolored the crop. New Jersey farmers complain of drouth injury and a shortage of grass seed as a consequence. The New England states did not escape the general shortage of moisture and consequent light hay crop. Most of the hay, however, is of high quality, which, in a measure, makes up for the deficit in tonnage.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay on the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending August 18, sales of Choice Timothy ranged at \$12.00@13.00; No. 1, \$11.50@12.50; No. 2, \$9.50; Not Graded, \$9.00@11.50; Choice Prairie, \$8.75@9.50; No. 1, \$8.25@8.75; No. 2, \$6.50@7.00; No. 3, \$5.50@6.00. Rye Straw sold at \$5.00@6.25, Wheat Straw at \$4.75, and Oat Straw at \$5.00. The receipts for the week were 4,036 tons, against 2,606 tons for the previous week. Shipments for the week were 12 tons, against 33 tons for the previous week. The market for Timothy Hay ruled firm, the offerings being only moderate and demand good. Prairie Hay was in large supply and prices declined 25@50 cents per ton. A moderate demand existed, but hardly sufficient to absorb the daily arrivals.

During the week ending August 25, sales of Choice Timothy ranged at \$12.00@13.00; No. 1, \$11.00@12.00; Not Graded, \$8.00@11.00; Choice Prairie, \$8.75@9.50; No. 1, \$8.75; No. 2, \$6.00; No. 3, \$5.50@6.00. Rye Straw sold at \$6.00@6.50, and Wheat Straw at \$5.00. The receipts for the week were 2,933 tons, against 4,036 tons for the previous week. Shipments for the week were — tons, against 12 tons for the previous week. The arrivals of Timothy Hay were quite small and only a light business was transacted. Prices ruled firm, but not particularly higher. The receipts for Prairie Hay were the lightest for some time past and the market ruled quiet. A moderate demand existed, but the light offerings kept prices about steady.

During the week ending September 1, sales of Choice Timothy ranged at \$12.00@13.00; No. 1, \$11.00@12.50; No. 2, \$11.50; Not Graded, \$10.50@11.50; Choice Prairie, \$8.75@9.25 for Kansas and \$10.50 for Iowa; No. 1, \$8.00@8.75; No. 2, \$8.00; No. 3, \$6.00. Rye Straw sold at \$6.00@8.00. The receipts for the week were 3,168 tons, against 2,933 tons for the previous week. Shipments for the week were 53 tons. Strictly Choice Timothy and Prairie Hay were only in light supply during the week and a good inquiry existed, with no material change in prices. Medium and low grades were very dull and slow sale. The offerings were liberal and the demand light. Some Iowa Prairie Hay was received during the week, the first for some time, but the greater bulk of the arrivals was from Kansas.

During the week ending September 8, sales of Choice Timothy ranged at \$11.50@12.50; No. 1, \$10.50@11.75; No. 2, \$9.50@10.00; Not Graded, \$7.50@11.00; Clover Mixed, \$10.00; Choice Prairie, \$8.75@9.75 for Kansas, and \$10.00@10.50 for Iowa; No. 1, \$7.25@7.50 for State and \$8.00@8.75 for Kansas; No. 2, \$6.00 for State, and \$8.00 for Kansas; No. 3, \$6.00 for State. Rye Straw sold at \$8.00@8.25. Wheat Straw at \$6.00@6.50, and Oat Straw at \$6.00

@6.25. The receipts for the week were 3,771 tons, against 3,168 tons for the previous week. Shipments for the week were 30 tons, against 53 tons for the previous week. The market for choice grades of Timothy and Prairie Hay ruled firm. Arrivals were small, but prices did not vary much. Low grades were in large supply and very dull.

COMMISSION

E. G. Kyle, grain broker of Nashville, Tenn., has moved to Chattanooga.

Henry D. Waters has supervision of the Armour grain interests in Buffalo, N. Y., which have been consolidated.

The Fidelity Commission Company has been incorporated at Minneapolis to do a general grain business. The capital stock is \$50,000.

Stephen A. O'Brien and Herbert C. Skinner have entered into a copartnership to conduct the Syracuse Grain and Stock Exchange in the Jones block, Oswego, N. Y.

L. M. Locke and a Mr. Savoy of Memphis, Tenn., have formed a corporation known as the Locke-Savoy Company, Limited, to do a general brokerage business, and are located in Mr. Locke's old office at 19 East Main Street, Danville, Ill.

Adolph J. Lichtstern has secured a membership on the Chicago Board of Trade. This ends the long fight between the Board and Lichtstern, who has long been known as keeper of one of the largest bucket shops in Chicago, but who now makes his establishment "regular."

O. A. Streater, recently of Sioux City, Ia., will represent E. P. Bacon & Co. of Milwaukee in the western portion of the territory west of the Mississippi River, and J. O. Jones of Zumbrota, Minn., in the eastern portion, succeeding H. M. Messer, who retires on account of advancing age.

McIntyre, Marshall & Co. succeed McIntyre & Wardwell, the well-known grain and stock firm of Wall Street, New York. Henry L. Wardwell, the special partner, retires and is succeeded by H. O. Armour as special partner. James G. Marshall, who has been one of the minor partners, becomes a general partner.

The J. K. Davidson Commission Company has been incorporated at Kansas City, Mo., by J. K. Davidson, J. N. Davidson, C. A. and Hattie L. Davidson, all of Kansas City. The capital stock is \$10,000, and the company will engage in the grain commission business. W. T. Dillon will have charge of the option business.

Theo. McGinnis of New Orleans, La., has sent out the following notice: The firm of Ferguson & McGinnis will dissolve on August 31, and the undersigned begs leave to notify his friends and the hay shippers generally that he will continue for his own account, and hopes to be favored with their shipments to this market."

The Chicago Board of Trade committee investigating the accusation against the Nash-Wright Company of overcharging customers reported on September 4, exonerating the company. The report declares that the overcharges, which were confined to his customers, were made by G. Roy Bullen, who had opened a joint account with the company, which financed the business he furnished. The committee say the Nash-Wright Company immediately reimbursed the customers who had suffered as soon as knowledge of the overcharges came to the knowledge of the members of the firm.

The Exchange Telegraph Company is to be organized by the directors of the Chicago Board of Trade, as the outcome of the Board's fight with the Western Union and Postal companies on the question of quotations. The system will be extended to take in the entire country, but the present plans contemplate a line of wires to the principal cities only, west to Kansas City, Omaha and Lincoln, Neb.; south to St. Louis and Louisville; southeast to Washington and Baltimore; east to Boston and Buffalo, and to all important points in the Northwest. The cost is estimated at \$5,000,000. A subcommittee of the Board now has the matter in hand.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

W. J. Roller, Newman, Ill.
Robt. W. Jessup, San Francisco, Cal.
F. W. Box, M. C. E., Melbourne, Australia.
Thomas Wise, of Wise Bros., Sidney, New South Wales.
A. E. McKenzie, state grain inspector, Kansas City, Kan.
W. J. Stevens, president Medford Mill and Elevator Co., Medford, Okla.

CLOVER SEED.

Special reports on clover, made to C. A. King & Co. of Toledo, from Ohio, Indiana, Illinois, Michigan, Missouri and four other states, minor producers, all warrant the opinion that the seed crop this season is short. Old stocks also are much depleted, Toledo having the only fair stock held on any market, and this is very firm. The biggest crop of seed on record was in 1897, and the last of this went to market only during the season just closed.

A similar condition would appear to obtain abroad, judging from a letter from a dealer at Stettin, Germany, to King & Co., in which it is said: "Reports from the majority of European producing countries are until now stating the probability of very short crops of red clover seed. The French crop is said to be a complete failure. Italy is the only country where a tolerably average crop is expected. In Northern Germany we were accustomed in common years to import large quantities of red clover from France; this will now be impossible, and I am sure you will get good large orders from that country, in addition to the orders from your other European customers. In the absence of stocks of old European red, and as those of old American on this side are unusually small, Germany will probably require more considerable supplies from your country than last year."

Seed begins to move in September, with the largest receipts in October. Toledo claims the cinch on this product. Inspector Wallace of that market has been re-elected for the new season. On September 6 the price of bags was reduced a cent, being 16 cents for Stark A and 14 cents for American.



[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

FOR SALE.

Feed mill, coal yard and hydraulic cider press. Coal sheds, large stone building. Must sell on account of poor health.

C. R. BETTS, Naperville, Ill.

ELEVATOR AND FEED MILL FOR SALE.

A 20,000-bushel elevator with a six-roller feed mill, doing a splendid business, for sale. Business located in gas belt at Sims, Ind., on Toledo, St. Louis & Kansas City Railroad. Address

GEO. BAUER, Sims, Grant Co., Ind.

AT ONE-FOURTH VALUE.

A first-class elevator will be sold for one-fourth its present value. Cost, \$4,500. Only one in city; population, 2,500; 150 to 200 cars wheat can be handled in the season. Crop, good quality No. 1. Address

WALLACE BROS., Lebanon, Mo.

FOR SALE.

Seventy motors, all sizes.
Ninety dynamos, all sizes. All second-hand.
Finest stock of electrical sundries.
First-class electrical repairing. Mention this paper.

GUARANTEE ELECTRIC CO., 133 to 139 South Clinton St., Chicago.

INDIANA MILL AND ELEVATOR FOR SALE.

One of the best up-to-date 100-barrel mills, with 35,000-bushel elevator, in Indiana. It is located in one of the best counties of the state, on private sidetrack, connected with one of the leading railroad systems of the Central West. This property is in county seat town, and the only mill in the town. Full particulars on application. Do not write unless you mean business and are financially able to handle it. Terms are easy, with proper security on deferred payments.

INDIANA, Box 9, care "American Elevator and Grain Trade," Chicago, Ill.

10,000-BUSHEL ILLINOIS ELEVATOR.

For sale, a 10,000-bushel elevator on one of the best railroads in Illinois. Modern building, with latest improved machinery, in first-class condition. Located in a fine grain section. Reason for selling, poor health. Will bear closest investigation. Address

S. O., Box 9, care "American Elevator and Grain Trade," Chicago, Ill.

LARGE ILLINOIS ELEVATOR PLANT.

For sale, one of the best, if not the best, elevator plants in the state of Illinois. Situated in the heart of the best corn and oats country in the state. Plant consists of one gasoline power elevator, two steam power elevators and two good corn cribs. Total capacity about 325,000 bushels. Handled last year 646,000 bushels. Will handle more this year. Reason for selling, ill health and advanced age. Address

ILLINOIS, Box 9, care "American Elevator and Grain Trade," Chicago, Ill.

BIG BARGAINS IN ROLLS AND ENGINES.

A number of double 9x18 and 9x24 roller mills.
Four 2-pair high and five 3-pair high feed mills.
Ten 3-roller feed mills, all sizes.
Twenty gasoline engines, Fairbanks-Morse, Otto and other makes, from 2 up to 50 horse power.
Ten stationary engines and boilers, also three fine traction engines.

All of the above are as good as new.

Roll corrugating on best machines at big discount.

Write at once for prices on anything in mill or elevator machinery.

JACKSON MFG. CO., Minneapolis, Minn.



[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

TO PROSPECTIVE GRAIN DEALERS.

Parties wishing to engage in the grain trade to buy and store grain or do a general grain business will do well to correspond with

BOX 45, Lovington, Ill.

POSITION WANTED.

Wanted, position as manager of elevator business, grain buyer, bookkeeper, or anything in the grain line. Twenty years' experience. Good references. Address

C. H. FAILING, Decatur, Ill.

A POINTER.

If you are looking for a purchaser for your property, better follow the advice given in the letter below and insert an advertisement in these columns:

St. Louis, Mo., Aug. 15, 1900.

Mr. J. C. Wallace, Lebanon, Mo.

Dear Sir:—We are in receipt of your valued favor of the 14th inst. and contents carefully noted. If we, by any possibility, chance to learn of a party that is looking for a good grain opening with elevator attachment, to be had at reasonable figures, we will most certainly recommend your plant very highly. At times there are parties who are changing their locations, and we think it would be good policy to insert a little advertisement that would cost you a trifle, in the "American Elevator and Grain Trade," published monthly in Chicago by Mitchell Bros. Co. We have at times advertised in the paper; it has a wide circulation and we think if you would thus cast your grain on the Chicago waters it might be returned to you in the shape of a purchaser of your elevator. We mail you sample of the publication so you can see what it is like. With kind regards, we remain

Yours very truly,

J. W. BOOTH & SONS COM. CO.

WANTED, TO BUY OR LEASE.

Wanted, to buy or lease a good grain elevator in a desirable grain section in Illinois. Prefer to lease with privilege of buying. Address, giving full particulars,

E. E. SCHROEDER, Minonk, Ill.

REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

Marquette, on Lake Superior,

is one of the most charming summer resorts reached via the Chicago, Milwaukee & St. Paul Railway.

Its healthful location, beautiful scenery, good hotels and complete immunity from hay fever make a summer outing at Marquette, Mich., very attractive from the standpoint of health, rest and comfort.

For a copy of "The Lake Superior Country," containing a description of Marquette and the copper country, address, with four (4) cents in stamps to pay postage, Geo. H. Heafford, general passenger agent, Chicago, Ill.

ROOFING AND SIDING.**ROOFING TO LAST.**

Galvanized and Painted Corrugated Iron.
H. W. John's Asbestos Roofing.

GATE CITY ROOFING & METAL CO.,

416 Delaware St., KANSAS CITY, U. S. A.

Write for Prices.

The Garry Iron and Steel Roofing Co.,

168 MERWIN STREET, CLEVELAND, O.,

MANUFACTURES



Steel Roofing,
Corrugated Iron,
Siding and Metal
Ceiling.

SEND
FOR CATALOGUE



WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc. We make a specialty of

Corrugated Iron and Metal Roofing
for Grain Elevators,

And take contracts either for material alone or job completed. We have done a large amount of this work in the past three years, in fact, we are the largest manufacturers of this material in the Western States. Write us for prices. We can save you money.

SYKES STEEL ROOFING CO.,

611 So. Morgan Street, - - - CHICAGO.

Eastern Works: NILES, OHIO.

C. H. Matthiessen, President. S. T. Butler, Vice-President.
Chas. L. Glass, Treas. and Sec'y.

The Glucose Sugar Refining Company,

FACTORIES: GENERAL OFFICES:

Chicago } Ill. Marshalltown } Ia. The Rookery,
Peoria } Davenport } CHICAGO, ILL.
Rockford }

The world's largest consumers of Corn. Daily consumption, 100,000 bushels. We are always in the market for corn, and confine our bids to regular grain dealers. Write or wire us when you wish to sell.

JOS. P. GRIFFIN, Mgr. Grain Dept.

GRAIN BAGS—BURLAPS.

All kinds of Bags, New and Second-Hand.
ORDERS FILLED PROMPTLY.

W. J. Johnston, 182 Jackson St., Chicago. Factory and Office,

HAGERTY, GRABER & CO.,
PEORIA, - ILL.,

CONTRACTORS FOR GRAIN Elevators and Malt Houses.

Plans and Estimates Furnished.

Also Keep a Full Line of Machinery in Stock, such as

Shafting, Belting, Pulleys, Hangers, Etc.. Etc

E. R. Ulrich & Sons,
SHIPPERS OF WESTERN GRAIN,

Especially High Grade White and Yellow Corn,
Also Mixed and White Oats.

Elevators through Central Illinois on Wabash Ry., Chicago & Alton
Ry., C. P. & St. L. Ry., and St. L. C. & St. P. Ry.

Main Office, 6th Floor, Illinois National Bank Building,
SPRINGFIELD, ILLINOIS.

Write for prices delivered.

COMMISSION CARDS.

[We will not knowingly publish the advertisement of a
huckster shop keeper or irresponsible dealer.]

PITT BROS. CO.
(INCORPORATED),

Grain, Hay and Seed
COMMISSION MERCHANTS,

46 Chamber of Commerce, - Baltimore, Md.

REFERENCES: First National Bank, Baltimore,
or Commercial Agencies.

Baltimore Commission Company,
... GRAIN ...

MARINE BANK BUILDING, - BALTIMORE, MD.

BUYERS OF TRACK GRAIN. CONSIGNMENTS SOLICITED.

SMITH-GAMBRILL CO.,

Chamber of Commerce, Baltimore, Md.,

GRAIN COMMISSION
RECEIVERS AND EXPORTERS.

RICHARD GAMBRILL, Western Manager, Chicago, Ill.

KIRWAN BROS. GRAIN CO.,

Buyers and Commission Merchants,

Grain, Hay, Seeds,

Rooms 48 and 50 Chamber of Commerce, Baltimore, Md.

CONSIGNMENTS SOLICITED.

CHAS. ENGLAND & CO.,

Grain, Hay, Seeds, Mill Feed,

32 S. Holliday Street, - BALTIMORE, MD.

REFERENCE, MERCHANTS' NATIONAL BANK.

ARMOUR & CO.,

205 LA SALLE STREET,

CHICAGO.

GRAIN BUYERS AND DEALERS.

COMMISSION CARDS.

HENRY HEMMELGARN. Established 1861. PHILIP H. SCHIFFLIN

H. HEMMELGARN & CO.,
COMMISSION MERCHANTS,

GRAIN, SEEDS AND PROVISIONS,

ROOMS 317, 318 AND 319 RIALTO BUILDING,

Adjoining Board of Trade.

CHICAGO, ILL.

Consignments Solicited. Correspondence Invited.

ESTABLISHED 1867.

Clover Hay Wanted.

DANIEL McCAFFREY'S SONS,

PITTSBURG, PA

Consignments solicited. Reference: Duquesne National Bank.

WARREN & CO.,

...GRAIN...

COMMISSION MERCHANTS,

Rooms 7 and 9 Chamber of Commerce,

PEORIA, - ILL.

UNION GRAIN & HAY CO.,

RECEIVERS AND SHIPPERS,

Commission Merchants

AND TRACK BUYERS,

CINCINNATI, OHIO.

ESTABLISHED 1872.

RYE A SPECIALTY.

D. G. STEWART,

Wholesale Grain,

1019 Liberty Avenue,

PITTSBURG, PA.

Proprietor Iron City Grain Elevator.

CAPACITY, 300,000 BUSHELS.

J. F. HARRIS,

No. 1 BOARD OF TRADE,

CHICAGO,

Stocks, Bonds, Grain,
Provisions.

MEMBER

Chicago Board of Trade,

Chicago Stock Exchange,

New York Stock Exchange.

PRIVATE WIRES...

**COMMISSION CARDS.**

ESTABLISHED 1846.

C. A. KING & CO.

GRAIN and CLOVER SEED,

TOLEDO, OHIO.

Members: { Chicago Board of Trade.
Toledo Produce Exchange.

SPECIAL MARKET AND CROP
REPORTS FREE.

BE FRIENDLY. WRITE OCCASIONALLY.

ESTABLISHED 1876.

W. A. RUNDELL & CO.,
GRAIN AND SEEDS,

SPOT AND FUTURES.

CONSIGNMENTS and FUTURES given special
attention.

Ask for our "Daily Market Letter and Track Bids."
Correspondence requested.

33 Produce Exchange, - TOLEDO, OHIO.

THE.....

Paddock, Hodge
Company,

TOLEDO, OHIO,

Owners and Operators

LARGEST SYSTEM OF ELEVATORS
IN OHIO.

Special attention given to consignments and
futures. Write, wire or phone
us when you want to trade.

If you don't get them, ask for our bids,
your track.

J. F. ZAHM. F. W. JAEGER. F. MAYER.

ESTABLISHED 1879.

J. F. ZAHM & CO.,

GRAIN and SEEDS,

TOLEDO, OHIO.

MEMBERS: { Toledo Produce Exchange,
Chicago Board of Trade,
New York Produce Exchange.

Handling consignments and filling orders for
futures OUR SPECIALTY.

SEND FOR OUR RED LETTER.

COMMISSION CARDS.

THEO. MCGINNIS,
Commission Merchant,
GRAIN, HAY AND FEEDSTUFFS.

Office, 524 Poydras St., New Orleans, La.

References: The Commercial Agencies, Teutonia Bank.
Consignments solicited.

ESTABLISHED 1870.

W. R. MUMFORD CO.,
GRAIN, HAY, SEEDS, MILL FEED.

GENERAL OFFICE: 528-532 Rialto Bldg., CHICAGO, ILL.

Branch Offices: MINNEAPOLIS, MILWAUKEE, ST. LOUIS,
PEORIA, BUFFALO.

CAREFUL ATTENTION GIVEN YOUR CASH AND FUTURE BUSINESS.

Grain Dealers,

:: :: WE WANT YOUR BUSINESS.

If you appreciate Honest Work, Good Treatment and
Prompt Returns consign your grain to us.

CALUMET GRAIN & ELEVATOR CO.,
CHICAGO.

ARTHUR R. SAWERS in charge of receiving business.

C. A. FOSTER,
RECEIVER AND SHIPPER,
FEED, GRAIN AND HAY.

Any Railroad. PITTSBURG, PA.

P. O. Address, Carnegie, Pa.
Reference: Freehold Bank, Pittsburg, Pa.

ONRAD KIPP. S. K. NEER. J. H. ROYER.

Greenville Grain Co.,

112 W. FOURTH ST., GREENVILLE, OHIO,

WHOLESALE DEALERS IN

WHEAT, CORN, OATS, HAY AND STRAW.

(CAR LOTS ONLY.)

Will buy on any railroad and can make shipment via any line. Milling wheat a specialty. Write or wire for prices. Will give prompt reply. References: Farmers' National Bank, Greenville Bank Co. Dunor Bradstreet. Correspondence solicited.

DANIEL P. BYRNE & CO.,

SUCCESSORS TO

REDMOND CLEARY COM. CO.

Established 1851.

Incorporated 1887.

GRAIN, HAY AND SEEDS,

CHAMBER OF COMMERCE, ST. LOUIS, MO.

E. W. BAILEY & CO.,
Commission Merchants,

GRAIN, SEEDS AND
PROVISIONS

72 Board of Trade, CHICAGO.

The Samuel Born Co.,

COMMISSION MERCHANTS,
RECEIVERS AND SHIPPERS

GRAIN.

85 Board of Trade, Buffalo, N. Y.
12 First Street, Lafayette, Ind.

M. F. BARINGER

...SUCCESSOR TO...

J. R. TOMLINSON & CO.

...GRAIN AND MILL FEED...

416-418 Bourse Bldg., Philadelphia, Pa.

Correspondence with millers and grain dealers solicited. Sight draft with bills of lading attached honored on all shipments.

COMMISSION CARDS.

ESTABLISHED 1865.

L. EVERINGHAM & Co.,
Commission Merchants.

ORDERS AND CONSIGNMENTS SOLICITED.

GRAIN AND SEEDS OF ALL KINDS

For Cash and Future Delivery.

Suite 80 Board of Trade, - - CHICAGO, ILL.

RUMSEY, LIGHTNER & CO.,
COMMISSION MERCHANTS

Grain, Feed, Provisions, Seeds.

Main Office: 226 La Salle St.,

CHICAGO.

Branch Offices:
MINNEAPOLIS,
MILWAUKEE,
PEORIA.

Make all drafts on Main Office.

LEMAN BARTLETT.

O. Z. BARTLETT

L. Bartlett & Son,

GRAIN AND PRODUCE
COMMISSION MERCHANTS.

BARLEY A SPECIALTY.

Room 23 Chamber of Commerce Bldg
Milwaukee, Wis.

Careful attention given to orders from Brewers, Maltsters and Millers.

MILMINE, BODMAN & CO.,

GRAIN COMMISSION MERCHANTS,
RECEIVERS, SHIPPERS, EXPORTERS,

Grain and Seeds,

5 Board of Trade, CHICAGO. 401 Produce Exchange,
NEW YORK.

W. M. TIMBERLAKE,

WITH

E. SECKEL & CO.,
Commission Merchants,

No. 78 to 82 Traders' Building,
CHICAGO.

Refer to { Continental National Bank, Chicago, Established
{ Corn Exchange National Bank, Chicago. 1862.

Members Chicago Board of Trade.

JAMES P. SMITH & CO.,

GRAIN MERCHANTS,

417-418 Rialto Building, CHICAGO.

Consignments Solicited.

J. H. WARE. E. F. LELAND.

Consign your GRAIN and SEEDS
and send your orders to

WARE & LELAND,

200-210 Rialto Building,
CHICAGO.

WRITE FOR OUR
DAILY MARKET LETTER.

Fifteen representatives constantly on the floor of
the Board of Trade, thus insuring prompt execution
of all orders, and close attention to all
business entrusted to us.

EDWARD G. HEEMAN,
In Charge of Receiving
Department.

COMMISSION CARDS.

ROSENBAUM BROS.

COMMISSION RECEIVERS
MERCHANTS, AND SHIPPERS.

Grain and Seeds.

Room 77 Board of Trade Bldg.. CHICAGO.

IF YOU WANT Full and fresh information as to
grain freights, east or west;
accurate and interesting news as to grain markets or finance;
or money accommodation in an
emergency..... YOU WILL FIND NONE

On the back of a postal card. For all these things; for attention
to inspections, for smallest discounts on off grades; for best
ultimate net results; and for protection of your interests in every
way, try

POPE & ECKHARDT CO., CHICAGO,
and you will not be disappointed.

CHAMBER OF COMMERCE,
DETROIT, MICH.

LIBRARY BLOCK,
DECATUR, ILL.

C. A. BURKS & Co.,

...GRAIN...

WRITE, WIRE OR 'PHONE FOR PRICES.

E. L. ROGERS & CO., ESTABLISHED 1863.

COMMISSION
MERCHANTS,

RECEIVERS AND EXPORTERS

GRAIN, Flour, Seed, Hay and Straw,
358 Bourse Building, PHILADELPHIA, PA.

Liberal advances made on consignments. Market reports furnished gratuitously on application. Correspondence solicited.

References: { Corn Exchange National Bank.
{ Manufacturers National Bank.
{ Merchants National Bank.

L. F. Miller & Sons,

RECEIVERS AND SHIPPERS OF

GRAIN, FEED, SEEDS, HAY, ETC.

OFFICE 2933 N. BROAD ST., PHILADELPHIA, PA.

CONSIGNMENTS SOLICITED.

ELEVATOR AND WAREHOUSE, GERMANTOWN JCT., P. R. R.
References: { Manufacturers National Bank, Philadelphia, Pa.
{ Union National Bank, Westminster, Md.



F. H. PEAVEY & CO.,

Minneapolis,

GRAIN RECEIVERS.

Minn

Consignments Solicited.

MILLING WHEAT A SPECIALTY.

GEO. N. REINHARDT & CO.
MELROSE STATION, NEW YORK CITY.



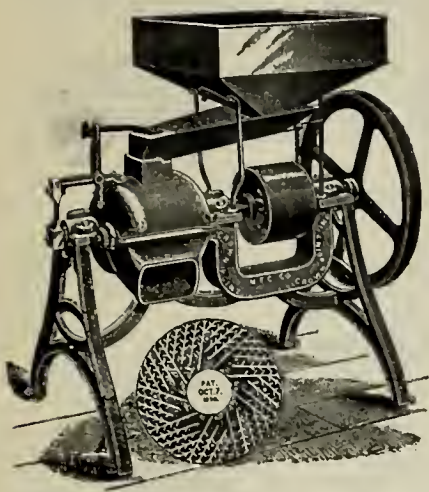
We sell on Commission and buy direct,

HAY, GRAIN AND FEED.

Storage capacity 8,000 bales, 30,000 bushels
Let us know what you have to offer.

THE CROWN POINT GRINDING MILL.**The Best on Earth**

For Fine Grinding and Easy Running.



They are all equipped with our Patent Self-Sharpening Burrs, which were awarded First Prize and Medal at the World's Columbian Exposition

Do not dull when running together.

Grinds **OATS** perfectly fine and all grain, damp and dry.

No heating of grain; no lost motion.

You cannot afford to be without one.

Send for Descriptive Circulars.

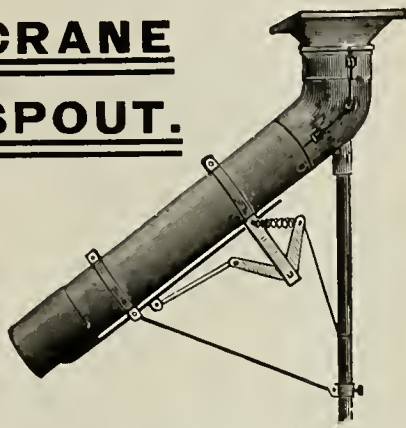
CROWN POINT MFG. CO., CROWN POINT, IND.**BRAIN TOOLS**

Save time and hard work and insure accurate results.

THE GRAINMAN'S ACTUARY

Shows at a glance the cost of bushels and fractional parts of bushels for any amount up to 50,000 bushels. Contains 214 well printed and well bound pages. Sent postpaid on receipt of price, \$1.00.

No miller or grain dealer can afford to be without it. Address

MITCHELL BROS. CO., 315 Dearborn Street, Chicago.**THE BIRCHARD****CRANE SPOUT.**

Patented Dec. 19, 1899.

Prevents mixing grain and is under absolute control of operator.

Made of heavy cast iron and No. 12 steel. The steel extension is made so as to be turned when worn and get the wear all around. Will wear longer than any three on the market.

Can be made to suit nearly any location without change of spouting.

Write for circulars and prices.

DOWNIE-WRIGHT MFG. CO., YORK, NEB.**FORTUNES MADE IN OIL**

The Great Northern Oil Co. of California, recently organized, controls 1,280 acres of land which competent experts pronounce valuable OIL LAND.

50,000 shares of the Capital Stock of this company are placed in escrow in St. Louis, which I offer for sale in blocks of 50, 100, 250, 500 and 1,000 shares at \$1.00 per share. If interested and further information desired, write to

JOHN H. VOGELSANG, St. Louis, Mo.**The Chase Method of CLIPPING OATS**Saves You *Half the Power and Half the Shrinkage.*

Write for Descriptive Circular.

CHASE ELEVATOR CO.,

Architects of Grain Elevators,

10 Pacific Ave., **CHICAGO, ILL.****A GRAIN SPOUT**

That will load cars without shoveling. It is worth its weight in gold. It will save you in labor all it costs in less than a month.



Send for Prices to

H. SANDMEYER & CO.,**PEORIA, ILL.**

\$2.50 { **The American Miller, \$2.00,** } **\$2.50**
The American Elevator & Grain Trade, \$1.00,

Two Great Papers Every Month

For one year can be had for almost the price of one, by sending the \$2.50 at one time. The interests of the milling and grain handling trades are so inseparable that you need both these "silent partners" in your business.

They will keep you fully informed of the progress and prospects of your line of business in all parts of the world.

They record the latest legal decisions and developments affecting your business.



ESTABLISHED IN 1873.

Published on the 1st day of every month, at \$2 per year. Each number contains 80 pages and upward.

It is the great illustrated business magazine of the flour and cereal milling industry.

It is not a daily market report, but covers broadly every phase of the business from the production of the grain to the consumption of the manufactured products.

The most complete exponent of milling mechanics in the world. Water power, steam engineering and all milling topics are handled by the ablest writers in their respective fields.



ESTABLISHED IN 1882.

Published on the 15th of every month at \$1.00 per year. Forty-eight pages and upward in every number.

It covers broadly and completely the business of buying, selling and handling grain. It illustrates and describes the latest storage, handling and transportation achievements. It deals broadly and vigorously with all questions and usages affecting the welfare of the trade. It enters into the details of things sufficiently to be helpful to even the smallest dealer in his daily business.

It will keep you elbow to elbow with your fellow dealers in all association and convention work for betterment of the trade.

\$2.50 pays for both papers to one address for one year.**Mitchell Bros. Co., Publishers, 315 Dearborn Street, Chicago, Ill.**

JAMES STEWART & CO. ENGINEERS AND CONTRACTORS.

GRAIN ELEVATORS.

Structural Steel Fireproof
Quick-Working Upright
Combination Quick-Working Storage
Wood and Steel Tank

We have the most extensive Contractors' Plant in the country, thoroughly equipped with compressed air, electricity and steam for doing the following classes of work:

OFFICE AND RAILWAY BUILDINGS, MANUFACTURING PLANTS, STRUCTURAL STEEL, HEAVY MASONRY, DREDGING, DOCK WORK, ETC.

EASTERN OFFICE:
Second National Bank Bldg., Pittsburg.

GENERAL OFFICES:
LINCOLN TRUST BLDG., ST. LOUIS.

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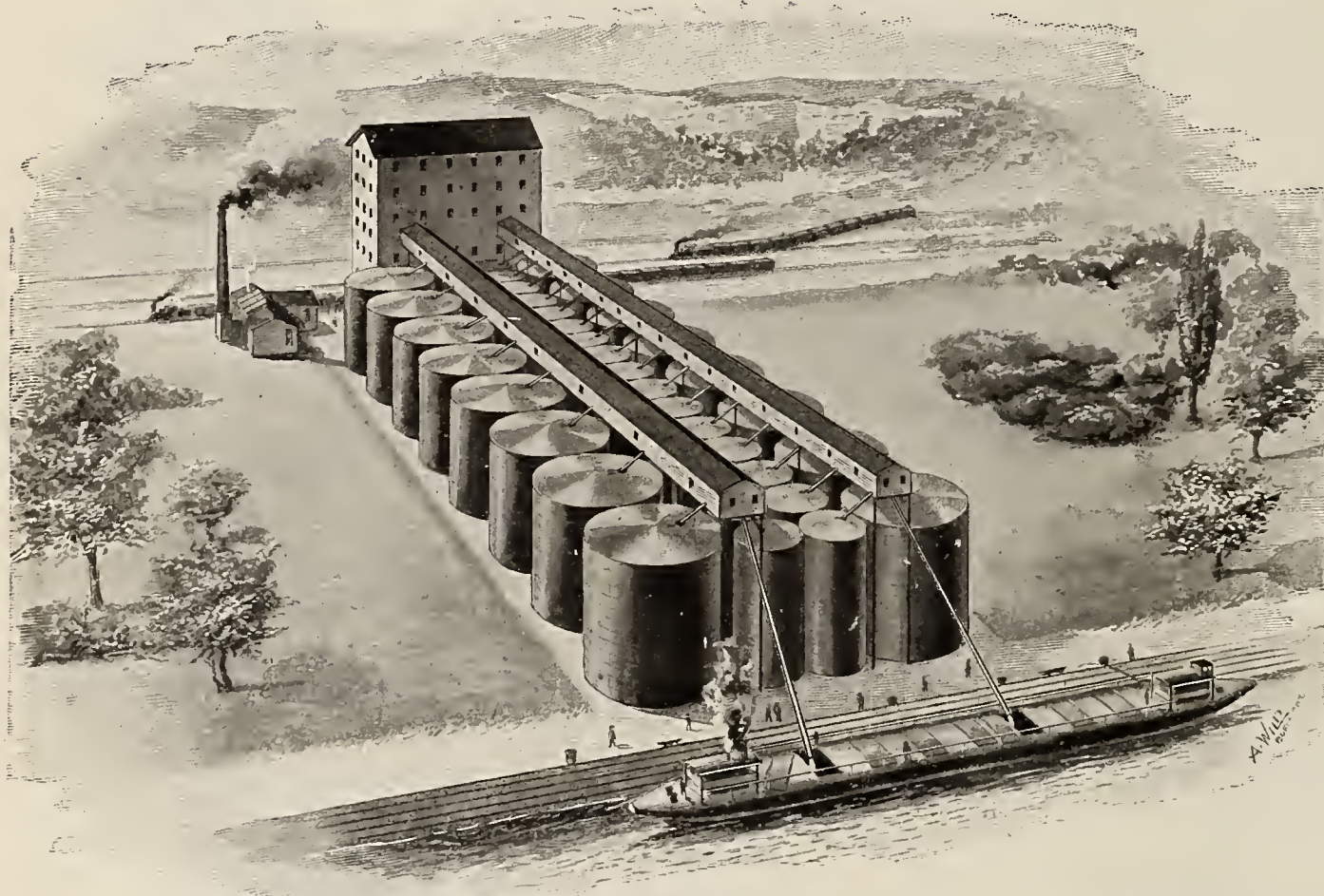
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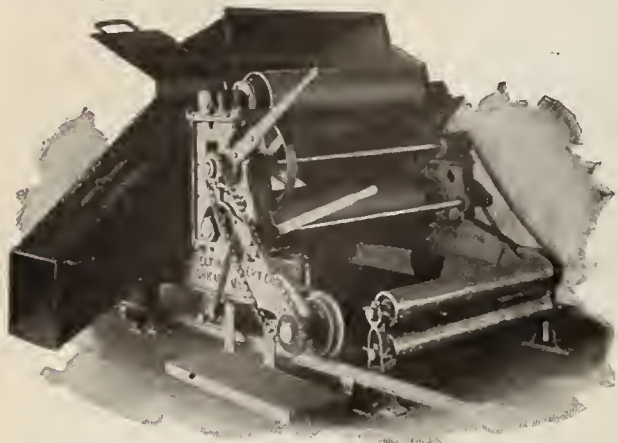
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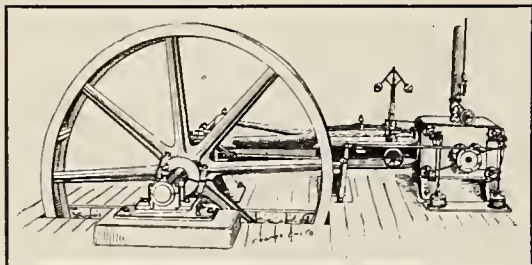
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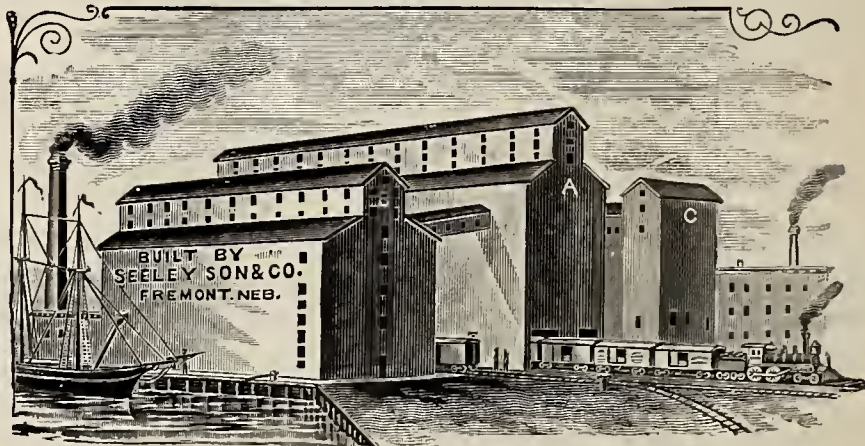
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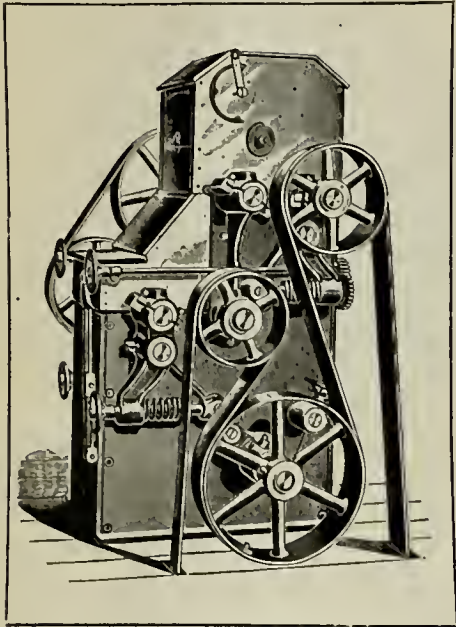
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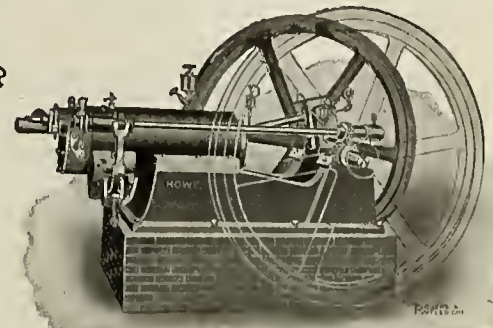
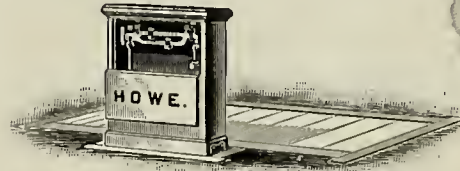
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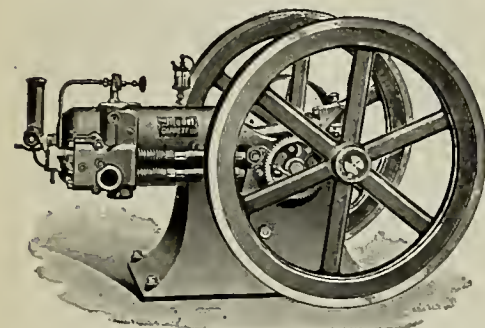
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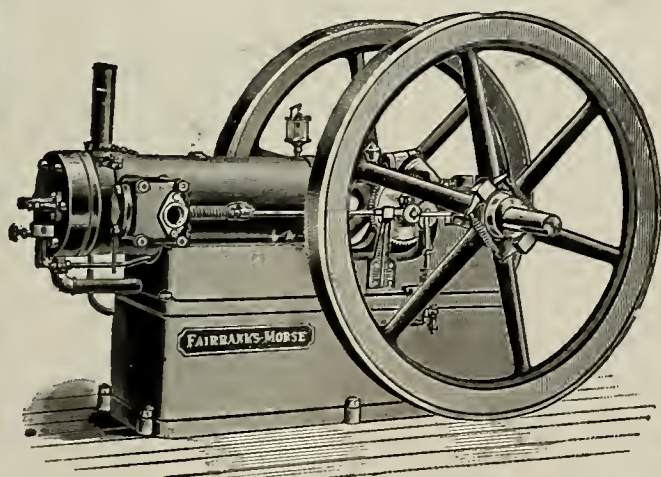
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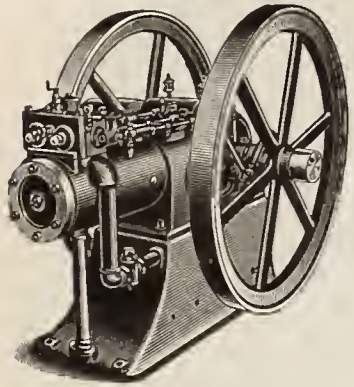
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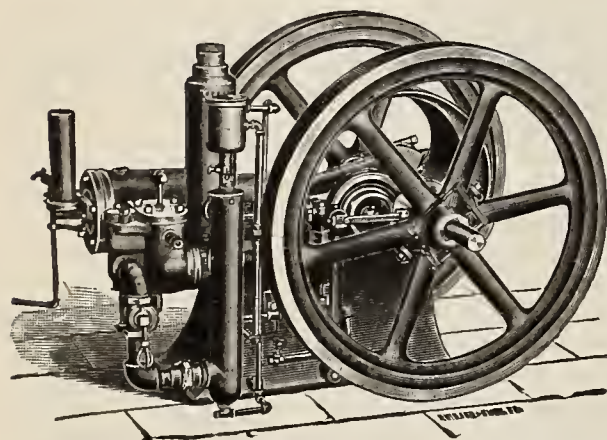
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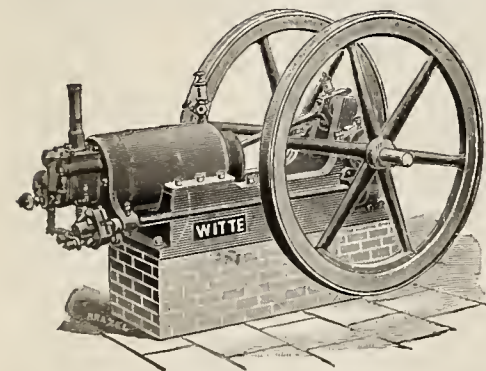
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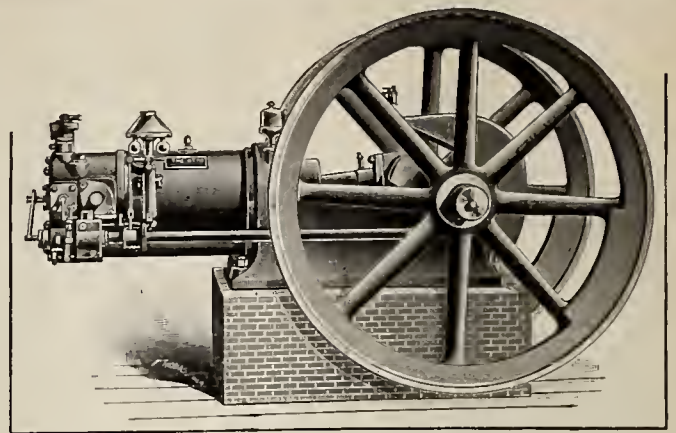
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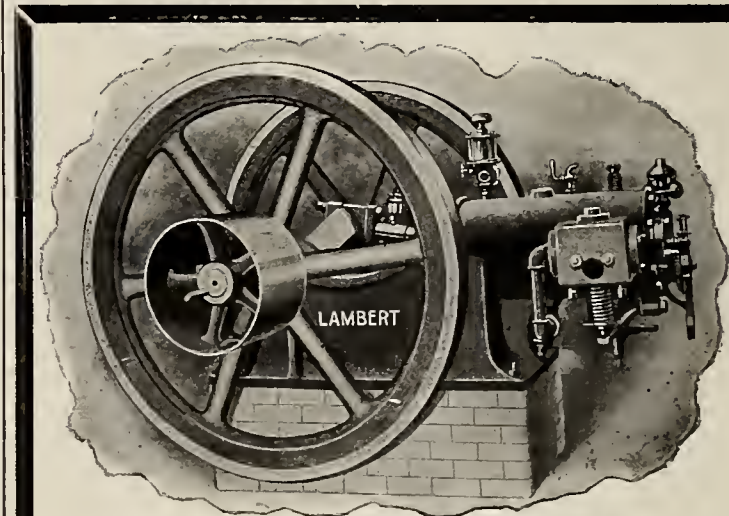
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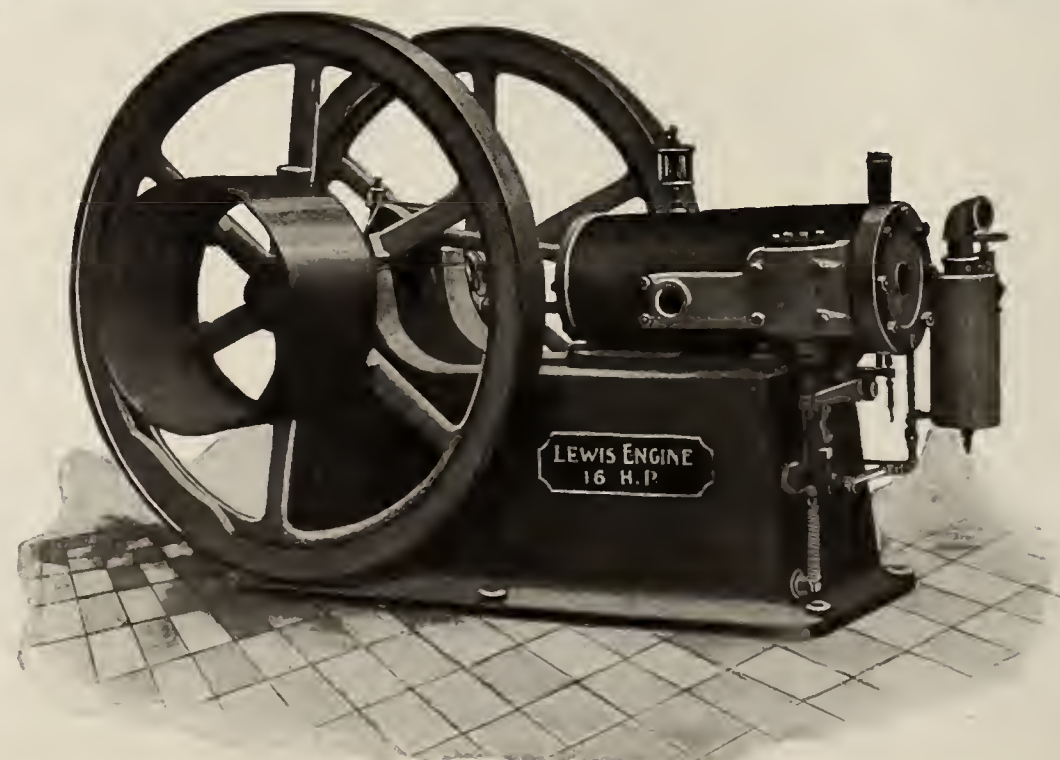
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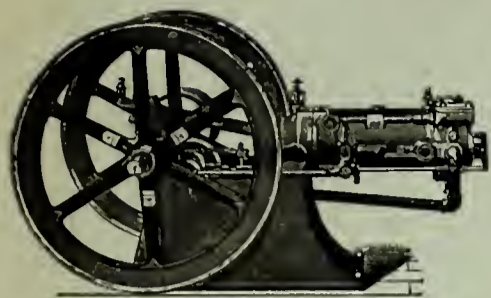
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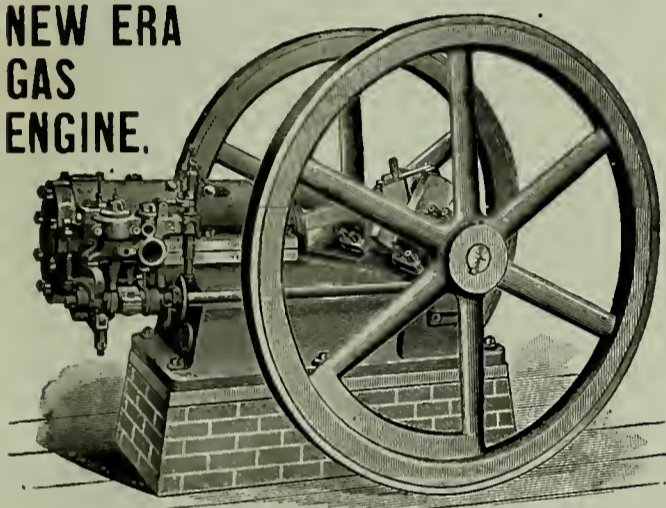
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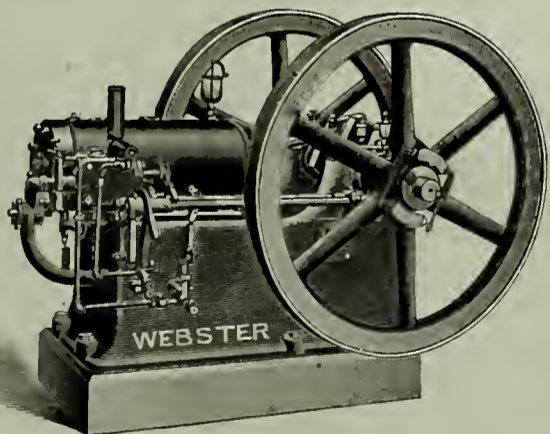
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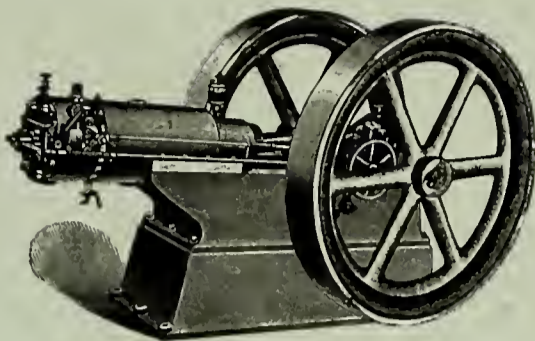
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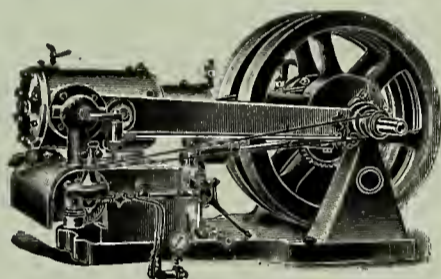
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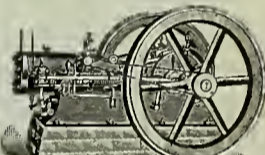
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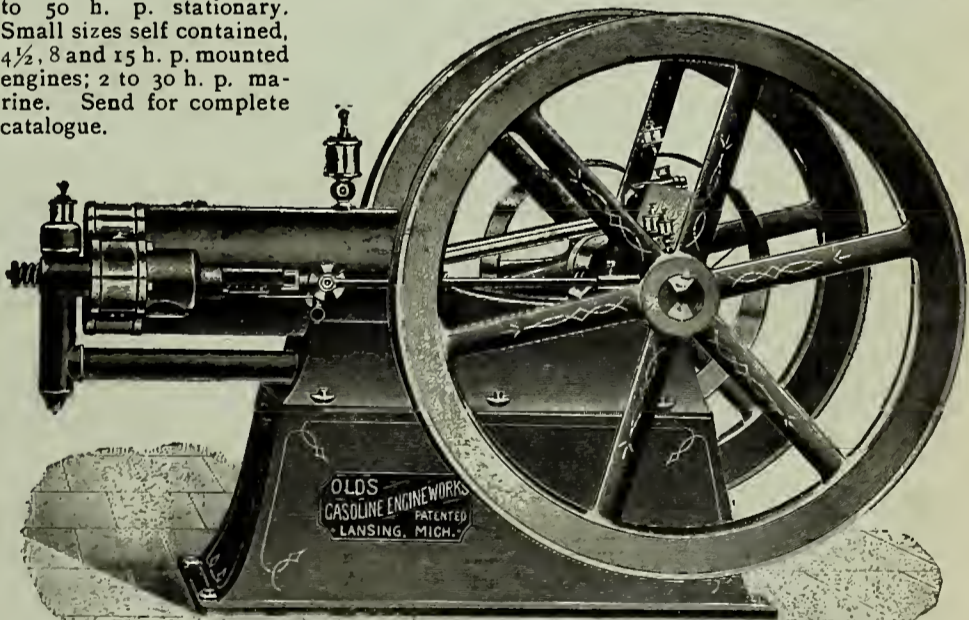


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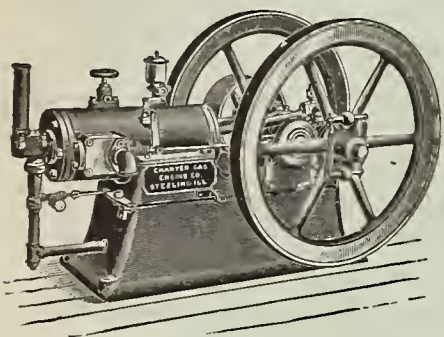


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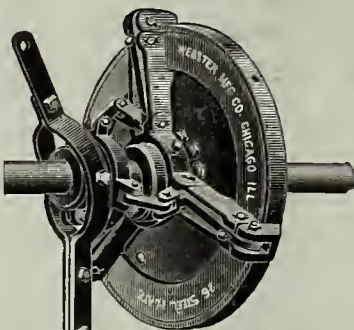
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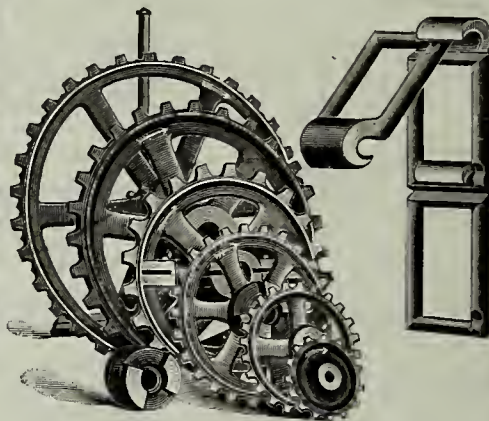
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